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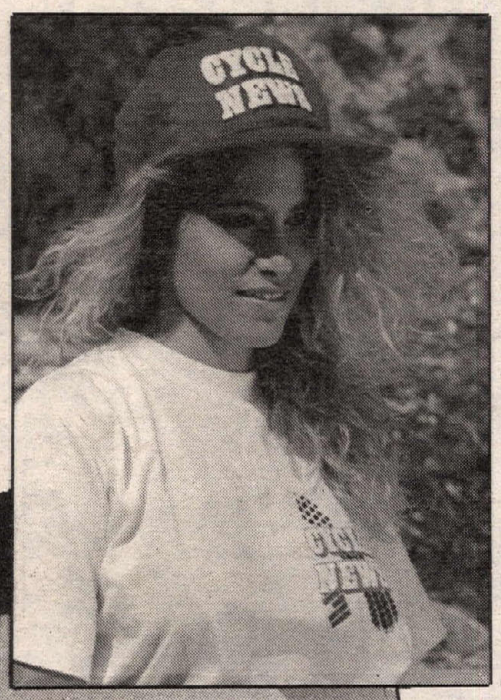

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IN THE WIND By Papa Wealey

Dan Ashcraft (Hon) was the overall winner at the Casey Folk's U.S. Hare Scrambles Championships in Laughlin, Nevada, December 5. The runner-up was **Greg Zitterkopf** (KTM), with **Scott Morris** (Kaw), **Johnny Campbell** (Hon) and **Paul Pitts** (Suz) rounding out the top five.

Lucky Strike Suzuki recently completed a test session at Eastern Creek in Australia, the site of the opening round of the 1993 World Championship Road Race Series. Texan **Kevin Schwantz** lapped at one-minute, 31.3-seconds on the Suzuki while his new teammate **Alexandre Barros** was clocked at 1:32.0. Rothmans Honda's **Michael Doohan** qualified on the pole for last year's GP at Eastern Creek with a 1:30.736 while his fastest lap in the race was a 1:31.411. Suzuki's new 250cc recruit **John Kocinski** was under the 250cc lap record, lapping the circuit in 1:33.8. **Helmut Bradl** won the pole position at last year's GP with a 1:33.980, while the fastest lap in the race was recorded by **Carlos Cardus** at 1:34.797.

Road race tuner **Kel Carruthers** recently returned from Barcelona, Spain, where he agreed to a contract with **Sito Pons** to run Pons' new 250cc Grand Prix team. The Australian will be the crew chief on the new team which features Spaniard **Alberto Puig** on factory Honda NSR250s. Carruthers has hired the two French mechanics, Gilles Bigot and Christophe Leonce, who worked with him the past two years on Carlos Cardus' Repsol Honda team.

Wayne Rainey will again field an Otsuka Electronics-backed team in the AMA 250cc Grand Prix Series in 1993, with 1991 250cc National Champion **Jimmy Filice** riding the team's Yamaha TZ250. The team will be run by former AMA Grand National Champion **Bubba Shobert**. "Otsuka wants to win a championship and we think Jimbo (Filice) is the guy to do it," Rainey said. "Little Kenny (Roberts) is going to Spain, so that opened up the spot for Jimbo."

David Bailey put his property in Virginia up for sale and the top bidder at a recent auction was his uncle, **Bob Bailey**. The property includes the Lake Sugar Tree MX track. Former racer Bob Bailey is the owner of Movie Movers, a transportation company that serves the film industry. According to **Gary Bailey**, who lives on the property, the facility will continue to host motorsports events. "Bob has renamed the property and it's now Lake Sugar Tree Motorsports Park," said Gary, who added that he will continue to conduct MX schools there.

Speaking of **Gary Bailey**, he'll tie the knot with **Margaret Sizemore** on December 12. The wedding will take place in Martinsville, Virginia, and the couple will honeymoon in Cancun, Mexico. After Christmas, Bailey will be heading south to Florida and will conduct two three-day MX schools in the Sunshine State. The first will take place at Orlando MX Park , January 5-7, and the second one will be conducted at Ocala, January 12-14. For more information, call 703/650-1759.

Gary Semics has also headed south for the winter and will be conducting group, private and semi-private MX schools in Florida through March. For more information, call 904/796-9234.

Acerbis Adventure, promoter of the infamous Incas Rally, is organizing and promoting a 10-day, 2200-mile rally in the Nevada desert. **The Nevada Rally** will take place from August 20-29, with headquarters at the Excalibur Hotel and Casino in Las Vegas. A minimum $25,000 purse will be offered, with $5000 going to the winner. Best in the Desert's **Casey Folks** has been hired to lay out the course and direct the event, which is expected to draw riders from Europe, South America, North America, Central America, Australia and Asia. Entries are $1500 each, and KTM is offering rental bikes and technical support. For more information, call 619/562-1440.

In our coverage of the final round of the AHRMA Vintage Iron National MX Series in the November 18 issue, the fact that **Vintage Iron** of Fresno, California, supplied motorcycles to Past Masters race participants **John DeSoto, Don Rickman** and **Jeff Smith** was inadvertently omitted from the report. Vintage Iron's Rick Doughty also helped get many of the Past Masters to the event from around the world.

According to sources in Europe, promoters of the **Dutch Grand Prix** in Assen, Holland, have reached an agreement with Two Wheel Promotions and Dorna to host a round of the World Championship Road Race Series in 1993. The race will likely be held on June 26, with the Grand Prix of Europe moving to a date in July. Also, sources say the proposed Canadian GP is doubtful for 1993, though it is likely to become a reality in '94. A new GP calendar is expected to be released prior to Christmas.

Motorcyclist magazine feature editor **Nick Ienatsch** set a new 250cc lap record at Willow Springs International Raceway in Rosamond, California, on November 15, clocking a one-minute, 26.10-second lap to break Donnie Greene's record of 1:26.4 set in the WERA Pro Series race held in April. Ienatsch was riding the Steve Biganski-tuned Del Amo Yamaha that was raced this season by **Robbie Petersen**.

TravelCraft, the Corte Madera, California-based travel agency, has announced that its **3rd Annual Grand Prix of Spain Tour** will depart the U.S. on April 26 and return on May 3. The tour will take participants - limited to 20 - to the Spanish GP in Jerez and includes airfare, rental car, breakfast daily, three nights in the old city of Cadiz and three nights at the beach resort of Rota, and grandstand tickets. Tour prices range from $1525 to $1795 per person, double occupancy. For more information, call 800/241-1223.

AMA Vice President **Dick Maxwell** extended his California visit after the AMA Professional Awards Banquet to attend a California Superbike School two-day session at Laguna Seca Raceway in Monterey, California, on November 23-24. According to instructors, Maxwell made impressive progress in enhancing his riding skills.

The **San Diego Automotive Museum** will feature motorcycles during a special three-day program, January 22-24, conducted by the **San Diego Antique M.C.** More than 50 special interest bikes will be featured on the main floor of the southern California museum, stationed around the current Route 66 exhibit. On the final day, Sunday the 24th, additional motorcycles will be on exhibit around the museum building which is located in Balboa Park. For museum hours and other information, call 619/231-2886.

The **Mojave Adventure's Idyllwild 100 Dual Sport Ride**, that was scheduled to depart from Hemet Cycle in Hemet, California, Saturday, December 12 has been **cancelled** due to snow. The event

Stanton wins World Supercross Championship

Jeff Stanton added yet another championship title to his collection, this time the inaugural World Supercross Series Championship. The three-time Camel Supercross and two-time 250cc National MX Champion, Stanton, clinched the title in the abbreviated series at the final round in Geneva, Switzerland, December 4. The Team Honda rider scored Friday night's win, with fellow American Mike Craig, on a Kawasaki, finishing second and earning second place in the series. Stanton tallied 75 points to Craig's 54. Third in the race was French Kawasaki rider Yann Guedard, while Americans Larry Brooks and 250cc MX World Champion Donny Schmit, both riding Yamahas, rounded out the top five.

Stanton was scheduled to compete in a non-championship race at the same venue on Saturday but was a non-starter after learning that his wife, Sarah, had been admitted to a Michigan hospital while he was en route to Switzerland.

"I called to tell her I won Friday night and she was in the hospital," said Stanton in a phone conversation on December 7. "She had a bad case of strep throat and an ear infection. I had to leave. But she's a lot better now."

Suzuki-mounted Larry Ward earned the win on Saturday,and Craig was the runner-up. Rounding out the top five were Brooks, France's Mikael Pichon, on a Honda, and American Cliff Palmer, on a KTM.

The final World Championship Supercross Series point standings show Stanton on top with 75 points, Craig next with 54, then Kyle Lewis with 44; Stefan Everts 43 and Jeremy McGrath 38.

The Geneva round of the World Supercross Series became the series finale when the round planned for Genoa, Italy, on December 13, was canceled.

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has been rescheduled to May, but an exact date has not yet been finalized. For more information, call 619/251-2477.

Greg Zitterkopf has joined Team KTM for 1993. The former Kawasaki Team Green rider will compete at most major off-road races.

Kawasaki Team Green's **Larry Roeseler** and two-time National Hare & Hound Champion **Danny Hamel** will pair up during the 1993 season at major off-road team races, such as the Las Vegas 300, Baja 500 and 1000, according to reliable sources. It is not yet certain who Ted Hunnicutt, Roeseler's number-one partner since 1991, will team with for '93.

Steve Fletcher reports the theft of his bikes and gear from the Airport Holiday Inn in Tulsa, Oklahoma, on November 28. Missing are two Kawasaki motocross bikes, a 1992 KX250 (serial #JKAKXMJ16NA003628, engine #KX250JE003556) and a 1992 KX125 (serial #JKAKZRJ16NA002475, engine #KX125JE002492), plus gear including Fox and Answer clothing, a pair of Alpinestar Tech 3 black boots, and CTi knee braces with T-Fletcher stamped on the inside in black. If you have any information regarding the bikes or gear, call Fletcher at 605/543-5666 or the Tulsa Police Department at 918/596-1188.

The **15th Annual Coors Extra Gold Motorama '93 Indoor Races and Speed Show** will take place February 19-21 at the Pennsylvania Farm Show Complex in Harrisburg, Pennsylvania. A portion of the proceeds will be donated to the South Central Pennsylvania Chapter of the Multiple Sclerosis Society. The 600 Pro class portion of Friday's dirt track program will be sponsored by the Eastern Harley-Davidson Dealers Association, and Saturday and Sunday's supercross races will be sponsored by B&B Yamaha of Lancaster and Yamaha of Camp Hill. For more information, call 717/359-7056.

Dave Despain, noted race announcer and host of ESPN's MotoWorld, is back in the hospital again due to complications with the heel he broke at the Labor Day weekend Springfield Mile when he jumped off a scaffolding from which he was announcing the race. Despain entered the Indianapolis hospital on November 25 and said on Monday, December 7, that he expects to be hospitalized for at least another week. "The foot became infected," said Despain. "and they had to cut the infection away. Now there's a hole in the foot that they're going to have to plug with muscle or something."

Tom Anderson, owner of the Sand Hill Ranch MX Park in Brentwood, California, denies rumors that the park has been sold and will lock its gates. "It is true that the water company bought 20 acres," said Anderson, "but that is all. This won't effect our operation; the park is not closing."

National Cross Country Champion **Scott Summers** will be featured in an upcoming issue of Sports Illustrated for Kids magazine. Check out your kid's reading material over the next couple of months.

Don't miss next week's big end-of-the-year issue. It will feature our annual buyer's guide, the industry's first comprehensive listing of 1993 motorcycles, plus a host of interviews with the likes of World Champions **Wayne Rainey** and **Jeff Stanton**, and many other feature articles.

The **23rd Annual Florida Winter AMA Series** will get underway on January 2-3 when the opening round of the five-round series takes place at Gatorback Cycle Park in Gainesville. Subsequent rounds will take place over the next three weekends at Orlando MX Park, Dade City and Cocoa before the series concludes with its final round back at Gatorback. AMA and World Sports membership is required and can be purchased at the tracks (AMA - $29/World Sports $5). For more information and/or an entry blank, call 813/894-0439. Entry blanks are also available for the Tampa Amateur Supercross which will take place in Tampa Stadium on Sunday, February 14, the day following the Camel Supercross Series round on the same track.

Guy Cooper (Suz) competed in the final round of the World Championship Supercross Series at Geneva, Switzerland, on Friday, December 4 (see race report elsewhere in this section). Cooper was making his first appearance in a race since breaking his femur at the August 30 Binghamton, New York, 125cc National MX. The 1990 125cc National Champion finished sixth in Friday's main event, and placed 13th the following night in a non-championship race.

Doug Cook was the top money winner taking part in the **Ducati Dealer Group Road Race Contingency Program**. Over $3000 was awarded to riders who participated both at Loudon and a Bridgehampton in the Production Twins class. The contingency program is supported exclusively by Ducati dealers. Most of the Ducati dealerships in the northeast are involved in the program. In addition to the dealers, **Vanson Leathers** also contributed. Cook, who competed aboard a Ducati 750 Super Sport backed by BCM Motorsports of Laconia, New Hampshire, pocketed $900.

MOVED: California Trail Rides, promoters of dual sport events, to 135 W. Orangethorpe Ave. #335, Fullerton, CA 92632, 714/992-9291.

MOVED: Road & Track Cycles, the Yamaha dealership owned by former Grand National Championship Series competitor Ed Salley, to 1082 Five Chop Rd., Orangeburg, SC 29115, 803/536-4035.

MOVED: Storz Performance Accessories, distributors of performance parts, to 239 S. Olive St., Ventura, CA 93001, 805/641-9540, Fax 805/641-3650.

CORRECTION: In our report of the final round of the AMA National Championship Hare Scrambles Series in Wickenburg, Arizona, November 18, we incorrectly reported that Bert Dunlop was National Hare Scrambles Champion Scott Plessinger's mechanic. Kirk Bataille is Plessinger's tuner, not Dunlop.

CHANGED: Kal-Gard, a manufacturer of coatings and lubricants, has changed its name to KG Industries after selling its aerospace division to E/M Corp., a wholly owned subsidiary of Great Lakes Chemical Corp. According to Joe Ardigo, president and CEO of KG Industries, the company will continue to manufacture and market coatings and lubricants for motorcycle and motorsports consumer applications. "All packaging and products will remain the same and keep the Kal-Gard name," Ardigo said. KG Industries has moved its sales office to 4476 Dupont Circle, Ventura, CA 93003, 805/642-0186, Fax 805/642-5674. CN

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ON THE FRONT PAGE:

Alan Cathcart test rides Michael Doohan's works Honda NSR500 GP machine. For his impression of the bike, turn to page 16. Photo by Patrick Gosling.

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America's weekly motorcycle newspaper

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VOICES Letters to the editor

Give me a break

This letter is in response to the somewhat immature comments (buckets of barf?) made by Jens Haerter in a recent letter to *Cycle News*. In that letter he refers to WERA Novice multi-champion Brian Gibbs as a spoiled kid with rich parents, and suggests that with the bikes he was riding Brian should have been able to win any race he entered.

It is understandable how suppressed feelings of jealousy and ignorance of the true circumstances might provoke such hasty, unwarranted remarks. When Novice rider Colin Edwards won multiple titles on exotic equipment last year, many people, including myself, were doubtful of his true abilities and quite frankly, considered him a spoiled brat. I've had to eat some words since those days (congratulations on your '92 AMA 250 title, Mr. Edwards), but don't feel bad admitting it. You see, Jens, bikes don't go around a track by themselves, it takes a skilled rider to go fast, no matter how fast a bike he (or she) is on. I personally believe that Brian has demonstrated the skill to back up his championship-winning performances and would be willing to bet that you will continue to see his name in the race results columns for some time to come.

It might be true that Brian's father had the inspiration and foresight to get a hold of some well-proven equipment, but from what I understand his family is not the rich one that you seem to envision. It's hard to imagine a dad who would stretch his finances to the max to help his son race motorcycles, but apparently that's what Mr. Gibbs did. That's what I call a father-son relationship!

It's funny you suggested a hydroplane racing career for Brian next year. In fact, he began this September at the rain-soaked Road Atlanta AMA/CCS event, easily winning all five classes he entered on what you would term a "season-long-fatigued bike."

Stan Dilcher
Chairman
Southeastern Sportbike Assoc.
Atlanta, GA

Flexi-Flyer

Brad Morrison's domination of the WERA Grand National Finals Vintage Class IV race at Road Atlanta, and subsequent championship, was performed on my Seeley-framed Suzuki TR750 racer, not my T500 racer as was reported. We had hoped to run both bikes, but the strong field forced us to stick with the "Flexi-Flyer 750" for both races. Although Brad also won the Vintage Class V race, he missed the championship by a mere three points.

I would like to congratulate Brad on his many victories in '92 and also for not crashing my toys. He is one of the few remaining gentleman racers and is a pleasure to have on the team.

Kristopher E. Bernstein
Team "Consigeleri"
Suzuki Yesteryear
Baltimore, MD

Open letter to King Kenny

Thanks for the good news! The United States deserves a road race Grand Prix and the addition of the 125cc class should be exciting. I will attend and I hope enough people do to make your venture profitable and permanent.

One suggestion/hope: Try to make the pits accessible to the public, even if only at certain times. I feel this is an important feature to diehard fans like myself.

Jerry Campbell
Glendale, CA

And the Baja 1000 winner is...

I just got through watching ESPN's coverage of the Baja 1000. They led us to believe that the overall winner was the Simon Brothers team in a Ford. But my *Cycle News* says that the Hamel/Ostbo/Sweetland Kawasaki team finished 12 minutes ahead of the Ashcraft/Donatoni/Campbell Honda team and then came the four-wheeler. Who was the overall winner of the Baja 1000?

Mark Mitchell
Independence, MO

The Hamel/Ostbo/Sweetland team scored the overall win in the Baja 1000. As we reported, they finished 12 minutes ahead of the Ashcraft/Donatoni/Campbell team. The Ford Ranger driven by Paul and Dave Simon finished second overall, less than three minutes behind the Hamel-led team. A motorcycle team won - period...Editor.

President Perot?

If ESPN can change the overall winner of the Baja 1000 as easily as they did last Monday, then it should present no problem to them to declare Perot the winner of the presidential race held earlier the same month. Of course, who knows...maybe they were for Clinton.

Jim Jones
Spring Valley, CA

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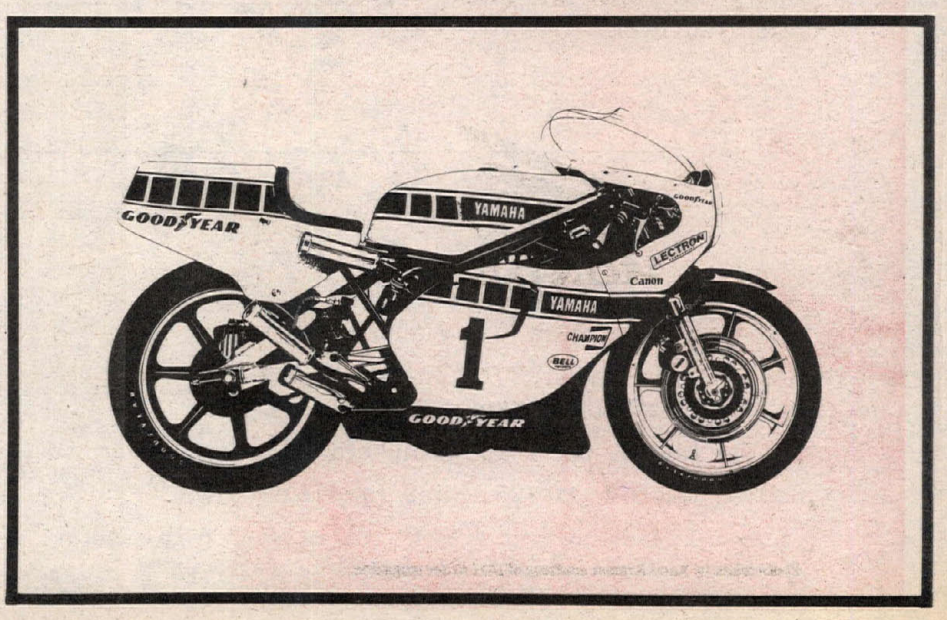

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1st $150 2nd $100 3rd $75 4th $50 5th $25
4-STROKE A, AA:
1st $300 2nd $200 3rd $150 4th $100 5th $75
Event Overall—$1,000

AMA NATIONAL ENDURO SERIES
9 Events x 3 Classes: $24,750
4-STROKE B:
1st $150 2nd $100 3rd $75 4th $50 5th $25
4-STROKE A, AA:
1st $300 2nd $200 3rd $150 4th $100 5th $75
Event Overall—$1,000

AMA NATIONAL HARE SCRAMBLES SERIES
9 Events x 3 Classes: $24,750
4-STROKE B:
1st $150 2nd $100 3rd $75 4th $50 5th $25
4-STROKE A, AA:
1st $300 2nd $200 3rd $150 4th $100 5th $75
Event Overall—$1,000

AMA NATIONAL HARE & HOUND SERIES
7 Events x 8 Classes: $39,200
250 AM, OPEN AM, VET AM, SR AM:
1st $150 2nd $100 3rd $75 4th $50 5th $25
250 EXP, OPEN EXP, VET EXP, SR EXP:
1st $300 2nd $200 3rd $150 4th $100 5th $75
Event Overall—$1,000

AMA NATIONAL RELIABILITY TRIALS
7 Events x 2 Classes: $37,175
0-350 4-STROKE L.O.I.,
500+ 4-STROKE L.O.I.:
1st $750 2nd $500 3rd $300 4th $150 5th $75
Event Overall—$1,000
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ALLIGATOR ENDURO (FL)
1 Event x 3 Classes: $2,900
4-STROKE B:
1st $150 2nd $100 3rd $75 4th $50 5th $25
4-STROKE A, AA:
1st $250 2nd $200 3rd $150 4th $100 5th $50
Event Overall—$1,000

NEW

BLACKWATER 100 (WV)
1 Event x 4 Classes: $3,150
4-STROKE B, 4-STROKE C:
1st $150 2nd $100 3rd $75 4th $50 5th $25
4-STROKE A, AA:
1st $300 2nd $200 3rd $150 4th $100 5th $75
Event Overall—$1,000

ECEA ENDURO SERIES (DE, MD, NJ, NY, PA, RI)
10 Events x 9 Classes: $42,200
OPEN B, OPEN A, 4-STROKE B, 250A, 250B, VET B, VET A:
1st $150 2nd $100 3rd $75 4th $50 5th $25
4-STROKE A, AA:
1st $200 2nd $150 3rd $100 4th $75 5th $50
Event Overall—$500

FTR ENDURO SERIES (FL)
8 Events x 9 Classes: $31,600
OPEN A, 250A, SR A, OPEN B, 250B, SR B, OPEN C, 250C, SR C:
1st $150 2nd $100 3rd $75 4th $50 5th $25
Event Overall—$500

MID-SOUTH HARE SCRAMBLES SERIES (AL, GA, KY, TN)
13 Events x 5 Classes: $41,275
4-STROKE, 250 A/B, SENIOR, OPEN A/B, VET A/B:
1st $200 2nd $150 3rd $100 4th $75 5th $50
Event Overall—$500

NETRA ENDURO SERIES (CT, MA, RI)
12 Events x 10 Classes: $52,200
250A, A 4-STROKE, OPEN A, AA, 250B, B 4-STROKE, OPEN B, 250C, C 4-STROKE, OPEN C:
1st $150 2nd $100 3rd $75 4th $50 5th $25
Event Overall—$500

ROCKY MOUNTAIN ENDURO CIRCUIT (AZ, CO, NE, NM)
8 Events x 9 Classes: $28,800
4-STROKE B, 250B, AA, OPEN A, 4-STROKE C, 250C, OPEN B, OPEN C, 250A:
1st $150 2nd $100 3rd $75 4th $50 5th $25

SCORE INTERNATIONAL (AZ, BC)
Parker 400, San Felipe 250, Baja International, Baja 1000
4 Events x 4 Classes: $23,000
CLASS 22, CLASS 30, CLASS 40, CLASS 50:
1st $1000
Event Overall—$2,000
Baja 1000 Overall—$5,000

SERA ENDURO SERIES (AL, AR, LA, MS)
14 Events x 8 Classes: $44,800
4-STROKE B, 250A, AA, 250C, 4-STROKE A, 250B, OPEN B, OPEN C:
1st $150 2nd $100 3rd $75 4th $50 5th $25

SETRA ENDURO SERIES (AL, FL, GA, NC, SC)
16 Events x 6 Classes: $38,400
4-STROKE B, AA, 250B, 4-STROKE A, 250A, 250C:
1st $150 2nd $100 3rd $75 4th $50 5th $25

TEXAS STATE ENDURO CIRCUIT (TX)
11 Events x 7 Classes: $30,800
250A, OPEN A, AA, 250B, OPEN B, 4-STROKE C, 4-STROKE A:
1st $150 2nd $100 3rd $75 4th $50 5th $25

1993 Off-Road Racing Contingency Program Eligibility Requirements

- Only 1993 XR models will be eligible and riders must complete a 1993 Honda contingency claim form for each event, including IRS Form W-9 portion. All winning riders will receive IRS Form 1099 prior to the end of January, 1994.
- Contingency will be paid to the registered owner only, per the Warranty Registration card submitted to Honda by the dealer at the time of purchase.
- Honda will pay contingency upon confirmation from promoter that rider competed on a properly qualified motorcycle.
- Minimum of four (4) riders must race in a class for that class to qualify for contingency.
- Contingency will be paid only once at dual-sanctioned events.
- All winning riders will receive "Honda Red Riders Contingency Gift Certificates" valid until the expiration date, for the purchase of Honda motorcycles, genuine Honda parts, Hondaline® accessories or Pro-Honda™ oils and chemicals at any authorized Honda Dealer nationwide.
- Contingency will be paid in one (1) class only—not multiple divisions of the same class.
- All contingencies earned in 1993 must be claimed by January 31, 1994.
- The 1993 Honda Red Riders Off-Road Racing Contingency Program is valid from January 1, 1993, through December 31, 1993.

HONDA
The Red Riders

Photo taken by Karel Kramer courtesy of *Dirt Rider* magazine.

ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT.
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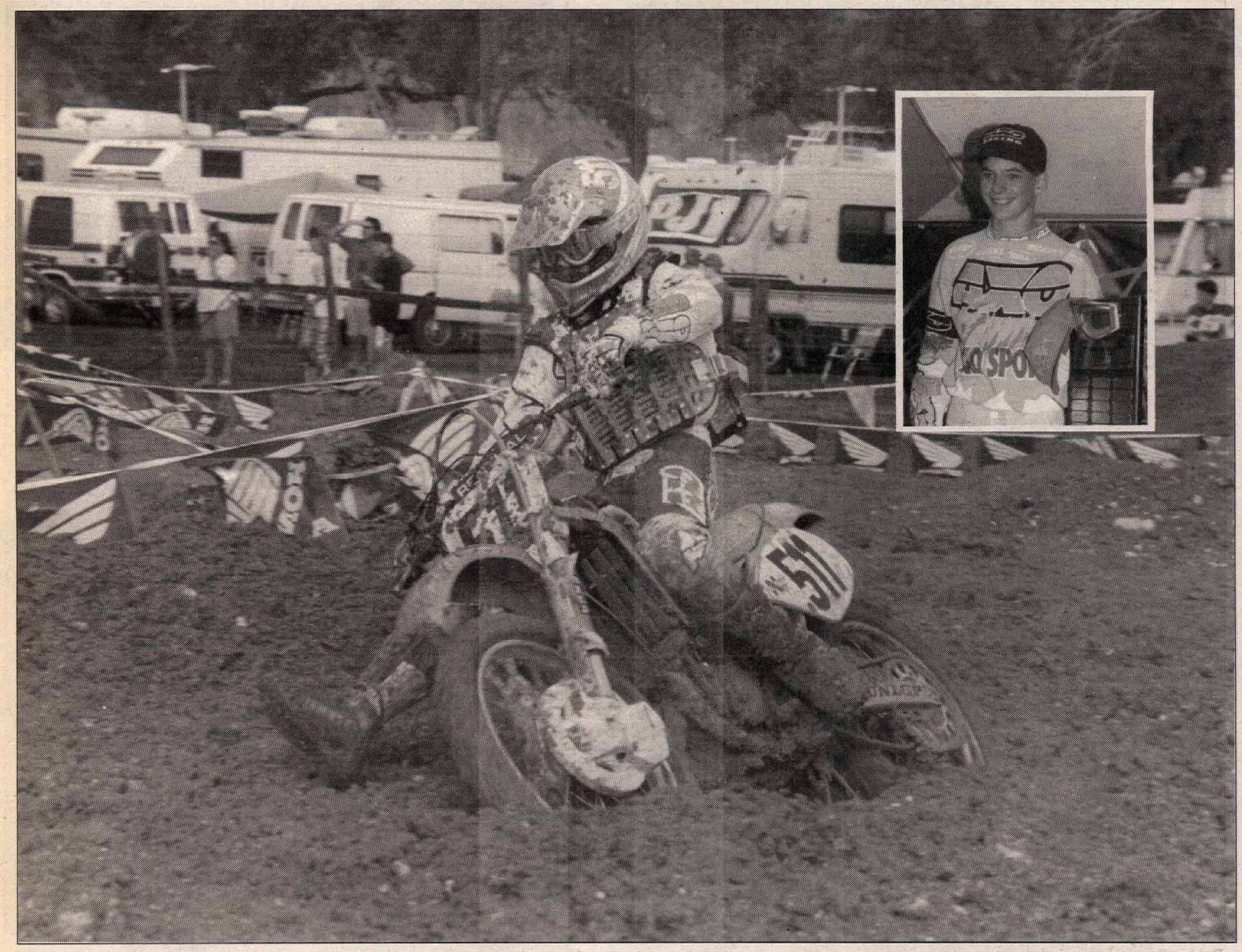


Kevin Windham captured the overall championships in the 125cc 12-15 year-old and 125cc B classes en route to earning the Bronze Bike and Scott Golden Goggles Awards.

Record turnout at Gatorback

By Mike and Anne Adair

GAINESVILLE, FL, NOV. 23-28

A record 2995 rider entries from 35 states, Canada, the United Kingdom and Costa Rica made the 21st Annual Florida Winter National Olympics a memorable event indeed, but it may have been Kawasaki Team Green's Kevin Windham who went home with the best memories of all.

Windham earned overall class wins in the 125cc 12-15 year-old and 125cc B classes and became the first rider in the history of the event to win both the World Sports Bronze Bike Award and the Scott USA Golden Goggles Award in the same year. The Bronze Bike Award is earned by the age group (Youth) racer that scores the most points throughout the meet, while the Golden Goggles Award is given to the top performing amateur racer.

In winning the Bronze Bike Award, Windham became only the second rider in history to win the World Sports perpetual trophy three years in a row. The Bronze Bike Award is passed on each year until it is retired by a triple winner, and Windham joins Damon Bradshaw - who retired the Bronze Boot Award - as only the second rider on that list. Robbie Reynard joined Windham as the only other double-class winner, as the Kawasaki Team Green rider turned in an overall sweep of the 125 and 250cc Expert classes. Reynard was awarded the Dunlop Silver Tire Award for his performances, as well as a $500 bonus from World Sports, the event's promoter.

The pits at Gatorback Cycle Park were transformed into a sea of colorful tents, motorhomes and box vans throughout the five-day meet that included four disciplines; TT, stadium-style motocross, motocross and grand prix.

The AMA-sanctioned, World Sports-promoted event boasted a $1600 purse and over $200,000 in contingencies from Honda, Kawasaki, Suzuki and Yamaha. Other prizes were awarded by event sponsors Dunlop, Barrs Competition, Boyesen Engineering, Pro Circuit, Pro Action Suspension, Action Photos, Maxima, Scott USA, Power Mist, TUF Racing, Hammerhead Graphics, Renthal, Photo Sports, AXO and *Cycle News*.

TT

TT competition traditionally opens the motorcycling's Winter Olympics, and is a perfect icebreaker for the five-day event. This year's TT track was a smooth, kidney-shaped oval with three small jumps. The racing action was short, sweet and fierce.

Windham started with a bang by grabbing the lead early in both 125cc 12-15 year-old motos and roosting away with a pair of easy wins. James Humphrie and Richie Horton did their best to stay with Windham, but to no avail. Humphrie was second, Horton third.

Windham returned in the 125cc Stock and Modified Intermediate classes and again skipped away with the wins. Richie Horton led Windham in the opening laps of the Modified race, but couldn't fend off the hard-charging Windham.

"Me and Horton are going about the same speed," said Windham.

Like Windham, Reynard established his dominance from the get-go, as he ran away with the wins in both 125cc Stock and Modified Expert main events. Greg Rand, Kevin Walker and Damien Plotts shadowed Reynard home in both races.

"They were just waiting for me to make a mistake," said Reynard, who didn't make one.

Clint Latham grabbed the holeshot in the 250cc Stock Expert class and led Bobby Stoval and Jim Neese in the early going. Neese, however, came to life and

Robbie Reynard trounced the competition in the 125 and 250cc Expert classes and earned the Dunlop Silver Tire Award. The 15-year-old won a one-year tire contract.

easily roosted past both Stoval and then Latham to take over the point position and go on to win.

Kevin Walker earned the win in the 250cc Modified Expert class after passing early leaders Jamie Johnson, Greg Rand and Brian Deegan. Walker passed them all, but had to fight off a late-race charge by Scott Sheak and Neese.

Ricky Palmer rolled to the wins in the Plus 25 and Plus 30 classes. Ron Jones was second in the Plus 30 class, but bounced back to handily top the Plus 35 class.

Supercross

When the riders staged to compete on the stadium-styled motocross track, rain began to pour on what was otherwise a perfect race course.

Windham picked up where he left off on the TT course and adapted quickly to the jump-laden supercross track. He continued to trounce the competition in the 125cc 12-15 year-old class, edging out Horton and Anthony Pocorobba for the overall win.

In the 125cc Stock and Modified B classes, Windham again emerged victorious. Matt Maximoff was the runner-up in the Stock division ahead of Horton, while Robbie Skaggs and Shawn Schultz rounded out the top three in the modified races.

"I got a bad start in the stock race and had to catch up to Maximoff," said

Brandon Smith (60) and Greg Rand (77) tried in vain to keep Robbie Reynard (671) from sweeping the Expert classes.

EVENT Florida Winter National Olympics

Kevin Windham (511) grabbed the holeshot ahead of Dustin Rounds (67) and Paul Currie (34) in the 125cc B Grand Prix.

Kristy Shealy (45) led Kimberly Sybert (570) and overall class champion Cindy Cole (partially hidden) at the start of the Women's Grand Prix.

Windham. "I had to take every chance I could to catch him, but it paid off."

Kevin Walker led Reynard, Rand and James Eichel at the start of the 125cc Modified Expert final, but disaster struck on lap three when he was forced to abandon his goggles. Reynard was quick to capitalize on Walker's misfortune and smoked into the lead. Reynard went on to score an easy win over Rand and Latham.

In 125cc Stock Expert action, Brian Deegan led the charge into turn one and battled throughout the race with Plotts. The two riders battled intensely until Plotts crashed on a jump. Neese inherited second, while Reynard recovered from a bad start to finish third.

"I'm pumped," said Deegan. "That was the ride of my life!"

Reynard returned in the 250cc classes with a vengeance and smoked to the win in every moto. Plotts and Jeff Curry followed Reynard home in the Stock division, while Kevin Walker and Deegan did the same in the Modified division.

Bubba Stewart grabbed the holeshot in the 50cc Automatic class and led every lap aboard his Sky Racing Yamaha. While Stewart was out front roosting, his father James Sr. was busy picking up other fallen riders.

"All of the parents help each other out for this bunch," said Stewart Sr. "It's a lot of fun."

The Women's class competition heated up substantially when TT winner Cindy Cole was upset by 13-year-old Kristy Shealy. Cole led the race in the early stages, while Shealy worked through the pack after a poor start. Shealy closed in on Cole in the closing stages and made the necessary pass for the win. Kimberly Sybert also managed to pass a bobbling Cole to steal second at the finish.

The best Senior class action of the day was in the Plus 30 class. Jon Ortner led Alan Andreu, Ricky Palmer and Bart Lucas off the line, but Andreu took control soon after.

"I set up Ortner in the whoops," said Andreu.

Unfortunately for Andreu, he made a mistake in the closing laps and allowed Ortner to squeak past for the win. Andreau dropped to third when Lucas also forced his way past.

Motocross

The two days of MX competition on the Gatorback course is regarded by many to be the highlight of the meet, as competitors race on the same course used in the annual AMA National Championship MX.

As expected, Windham blew away the competition, winning every class in which he competed. Pocorobba and Horton trailed Windham in the 125cc Stock 12-15 year-old class, and Gerald Lashway and Pocorobba chased him home in the Modified class. Windham smoked Maximoff and Lashway in the 125cc Modified B class and left Maximoff and Kenny Yoho behind in the Stock class.

Reynard won the first 125cc Stock Expert moto, and Deegan did the deed in moto two. It was Rand, however, who came away the overall winner with his steady 3-2 finishes. Deegan suffered a flat tire in moto one and Reynard was hampered by a terrible start in moto two.

Reynard got back on the right track in the 250cc Expert classes, though, as he wiped up the competition in both the Stock and Modified divisions. Double-runner-up Walker was second ahead of Plotts in the Modified class, and ahead of Derek Youngblood in the Stock race.

Shawn Perolio piloted his Team Noleen Yamaha YZ80 to the win in the 85cc 14-15 year-old class after crashing in the Stock race. Jarrett Tipping took advantage of Perolio's misfortune to notch the Stock division win ahead of Brock Sellards and John Schneider.

No one could match Perolio in the Modified race, though, as he easily outdistanced Tipping and Sellards.

In the best Women's class battle of the week, Cole piloted her Suzuki to a pair of moto wins ahead of Shealy, Sybert and Amber Hughes. In the first moto, Shealy reeled in and passed Cole twice, but came up short at the finish.

Grand Prix

The concluding event of the meet was the most challenging.

From a Le Mans-style start in the grassy pastures surrounding Gatorback, riders would negotiate the motocross course, enter the woods, drop onto the TT course and file through the scoring barrels for 30 minutes. Like the Amateurs, the Expert division competitors raced a single moto, but for an additional 15 minutes.

Windham wrapped up the overall championships in the 125cc 12-15 year-old and 125cc B classes by again trouncing his competition in every race he entered.

Reynard started the 125cc Expert title race behind leader Deegan and Rand. Reynard took control of the lead before the completion of the third lap and went on to post a convincing win.

Reynard returned in the 250cc Expert final rested and ready to earn his second crown. Plotts grabbed the holeshot ahead of Walker, Earl May, Rand, Latham and Reynard. Walker, who was tied with Reynard entering the finale, assumed the lead on lap two, but Reynard was not to be denied his second crown. Reynard blitzed through the field and into first by the end of lap three. Once into the lead, Reynard was unchallenged and led Rand and Walker across the finish line.

In the 65cc class, Rodriguez trailed Aaron Lindsay throughout the final race, knowing that a runner-up finish would be good enough to clinch the class championship. Lindsay rode his heart out, but his victory in the finale wasn't good enough.

"I saw Rodriguez behind me in the woods and I rode as hard as I could," said Lindsay. "But he had a better score than me."

In the 85cc 12-13 year-old class, Ricky Carmichael chased after Horton, knowing that the class title was at stake. Although he came close to making the pass on several occasions, Carmichael had to settle for second and the championship went to Horton.

"I saw Ricky behind me and got real nervous," said Horton. "But I gassed it and pulled away."

Brock Sellards and Andy Bower entered the Grand Prix tied for the lead in the 85cc 14-15 year-old class, but both riders had bad luck and took a back seat to Perolio. Perolio won the race and clinched the championship.

"I'm sure glad that we made the trip from California," said Perolio. "The tracks were great and the event was very well organized."

Bart Lucas aced the final race in the Plus 35 class and romped away the overall class champion.

"My big break was at the start," said Lucas. "Everybody let off for the big puddle but me. I splashed them all and trashed their goggles."

In the highly-competitive 250cc B class, Skaggs roosted away with the win, but Yoho finished second and emerged the overall class champion.

"I had a good start, but I hooked my handlebars in a tree and crashed," said Yoho. "After that I got going pretty good, but I couldn't catch Skaggs."

Gary Peak clinched the Plus 40 championship, and was congratulated by 65-year-old competitor Chuck Wicker.

"I started riding an Indian Scout when I was 16 and I never quit," said Wicker. "I figure that you can lay down and die or come out and play with the kids." CN

Results

TT SCRAMBLES

125 A STK: 1. Robbie Reynard (Kaw); 2. Damien Plotts (Hon); 3. Gregory Rand (Suz); 4. Brian Deegan (Kaw); 5. David Kratz (Kaw).

125 A MOD: 1. Robbie Reynard (Kaw); 2. Gregory Rand (Suz); 3. Scott Sheak (Kaw); 4. Nevin Walker (Yam); 5. Joel Denbler (Kaw).

250/500 A STK: 1. Jim Neese (Kaw); 2. Bobby Stovall (Kaw); 3. Robbie Reynard (Kaw); 4. Todd Bennick (Suz); 5. Craig Noack (Kaw).

250/500 A MOD: 1. Kevin Walker (Yam); 2. Scott Sheak (Kaw); 3. Jim Neese (Kaw); 4. Travis Blackburn (Kaw); 5. Clint Latham (Kaw).

P/W STK: 1. James Stewart (Yam); 2. Jason Staples (Yam); 3. Jason Wood (Yam); 4. Derek Sturgell (Yam); 5. Brandon Husnander (Yam).

P/W MOD: 1. James Stewart (Yam); 2. Cory McDermitt (Yam); 3. Ryan Bougenoy (Yam); 4. Broc Johnson (Yam); 5. Matt Shogren (Yam).

65 7-11 STK: 1. Ernesto Rodriguez (Kaw); 2. Aaron Lindsy (Kaw); 3. Jonathan Shimp (Kaw); 4. Joshua Faustino (Kaw); 5. Scott Perry (Kaw).

65 7-11 MOD: 1. Ernesto Rodriguez (Kaw); 2. Jeff Gibson (Kaw); 3. Jonboy Pereyo (Kaw); 4. Josh Scott (Kaw); 5. Jessie Ballard (Kaw).

85 7-11 STK: 1. Justin Buckelew (Yam); 2. Travis Pastrana (Suz); 3. Matt Walker (Kaw); 4. Reginald Mitchell (Yam); 5. Ernesto Rodriguez (Kaw).

85 7-11 MOD: 1. Justin Buckelew (Yam); 2. Matt Walker (Kaw); 3. Travis Pastrana (Suz); 4. Johnny Marley (Kaw); 5. Joey LeBlanc (Kaw).

85 12-13 STK: 1. Ricky Carmichael (Kaw); 2. Robbie Horton (Kaw); 3. Mark Burkhart (Hon); 4. Charley Bogard (Suz); 5. Shane Bentley (Kaw).

85 12-13 MOD: 1. Ricky Carmichael (Kaw); 2. Robbie Horton (Kaw); 3. Charlie Bogard (Suz); 4. Shae Bentley (Kaw); 5. Travis Elliott (Suz).
85 14-15 STK: 1. Andy Bowyer (Kaw); 2. Caleb Leath (Kaw); 3. Brock Sellards (Kaw); 4. Shaun Perolio (Yam); 5. Antonie Magaro (Kaw).
85 14-15 MOD: 1. Brock Sellards (Kaw); 2. Shaun Perolio (Yam); 3. Caleb Leath (Kaw); 4. Billy Snook (Suz); 5. Andy Bowyer (Kaw).
125 12-15 STK: 1. Kevin Windham (Kaw); 2. Richie Horton (Kaw); 3. James Adam Humphrey (Suz); 4. Ryan Voiase (Suz); 5.Gerald Lashway (Kaw).
125 12-15 MOD: 1. Kevin Windham (Kaw); 2. James Adam Humphrey (Suz); 3. J.D. Collins (Kaw); 4. Michael Peat (Kaw); 5. Gerald Lashway (Kaw).
+25: 1. Ricky Palmer (Yam); 2. Kip Bigelow (Kaw); 3. Kreg Bigelow (Yam); 4. Brian Battaglia (Suz).
+30: 1. Ricky Palmer (Yam); 2. Ron Jones (Yam); 3. Kreg Bigelow (Yam); 4. Bart Lucas (Yam); 5. Jon Ortner (Kaw).
+35: 1. Ron Jones (Yam); 2. Bart Lucas (Yam); 3. Paul Dziqanowski (ATK); 4. Gary Peak (Yam); 5. Mark Husnander (Hon).
+40: 1. Gary Peak (Yam); 2. A.C. Bruce (Kaw); 3. Stephen Coy (Kaw); 4. Robert Fulton (Hon); 5. Larry Noble (Yam).
WMN: 1. Cindy Cole (Suz); 2. Kimberly Sybert (Hon); 3. Kristy Shealy (Kaw); 4. Nadine Holbert (Yam); 5. Gina Perry (Hon).
125 B STK: 1. Richie Horton (Kaw); 2. Kevin Windham (Kaw); 3. Ray Mitchell (Hon); 4. Robbie Skaggs (Kaw); 5. Nathan Ramsey (Suz).
125 B MOD: 1. Kevin Windham (Kaw); 2. Robbie Skaggs (Kaw); 3. Kenny Yoho (Suz); 4. Ray Mitchell (Hon); 5.Richie Horton (Kaw).
250 B STK: 1. Ray Mitchell (Hon); 2. Kenny Yoho (Suz); 3. John Fesler (Suz); 4. Nathan Ramsey (Suz); 5. Mike Zuoma (Yam).
250 B MOD: 1. Kenny Yoho (Suz); 2. Ray Mitchell (Hon); 3. Mike Zuoma (Yam); 4. Rob Sturgell (Kaw); 5. Ty Myers (Kaw).
500 NOV: 1. Chris Shortridge (Hon); 2. William Hardin (Kaw); 3. Marc Cleveland (Hon); 4. Bonnie Ray (Hon).
125 C STK: 1. Lee Birgess (Kaw); 2. Steven Moquin (Kaw); 3. Donald Hardy (Kaw); 4. Joey Clark (Kaw); 5. Chad Buck (Suz).
125 C MOD: 1. Donald Hardy (Kaw); 2. Joey Clark (Kaw); 3. Brandon Holzworth (Kaw); 4. Kevin Smith (Kaw); 5. Gary Winters (Kaw).
250 C STK: 1. Brian Bankstron (Hon); 2. Ben Kohler (Kaw); 3. Steven Litz (Yam); 4. Brian Godeck (Kaw); 5. Brandon Holzworth (Kaw).
250 C MOD: 1. Ben Kohler (Kaw); 2. Steven Litz (Kaw); 3. Joseph Silcox (Suz); 4. Egger Rich (Yam); 5. John Emhoff (Suz).

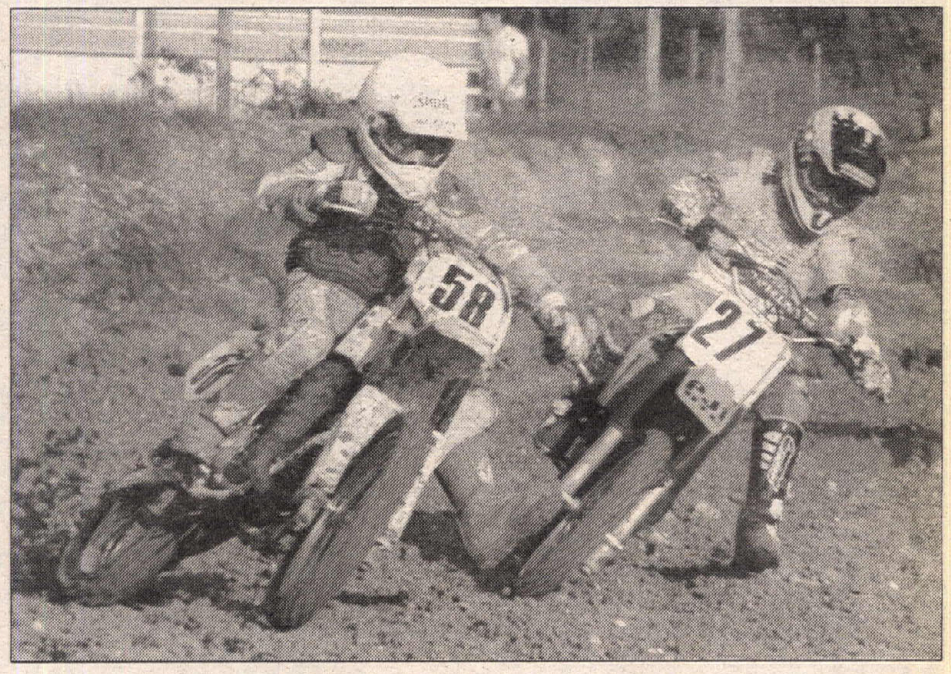
SUPERCROSS
125 A STK: 1. Brian Deegan (Kaw); 2. Jim Neese (Kaw); 3. Robbie Reynard (Kaw); 4. Damien Plotts (Hon); 5. Gregory Rand (Suz).
125 A MOD: 1. Robbie Reynard (Kaw); 2. Gregory Rand (Suz); 3. Clint Latham (Kaw); 4. James Eickel (Hon); 5. Damien Plotts (Hon).
250/500 A STK: 1. Robbie Reynard (Kaw); 2. Damien Plotts (Hon); 3. Jeff Curry (Kaw); 4. Clint Latham (Kaw); 5. Todd Bennick (Suz).
250/500 A MOD: 1. Robbie Reynard (Kaw); 2. Kevin Walker (Yam); 3. Brian Deegan (Kaw); 4. Greg Rand (Suz); 5. Damien Plotts (Hon).
P/W STK: 1. James Stewart (Yam); 2. Jason Staples (Yam); 3. Jason Wood (Yam); 4. Cory McDemitt (Yam); 5. Brandon Husnander (Yam).
P/W MOD: 1. James Stewart (Yam); 2. Cory McDermitt (Yam); 3. Ryan Bougenoy (Yam); 3. Jason Wood (Yam); 5. Billy Olson (Yam).
65 7-11 STK: 1. Ernesto Rodriguez (Kaw); 2. Allan Flores (Kaw); 3. Aaron Lindsey (Kaw); 4. Ivan Tedesco (Kaw); 5.Jessie Ballard (Kaw).
65 7-11 MOD: 1. Ernest Rodriguez (Kaw); 2. Jeff Gibson (Kaww); 3. Allan Flores (Kaw); 4. Jessie Ballard (Kaw); 5. Ivan Tedesco (Kaw).
85 7-11 STK: 1. Justin Buckelew (Yam); 2. Travis Pastrana (Suz); 3. Ernesto Rodriguez (Kaw); 4. Reginald Mitchell (Yam); 5. Joey LeBlanc (Kaw).
85 7-11 MOD: 1. Justin Buckelew (Yam); 2. Travis Pastrana (Suz); 3. Ernesto Rodriguez (Kaw); 4. Johnny Marley (Kaw); 5. Matt Walker (Kaw).
85 12-13 STK: 1. Charlie Bogard (Suz); 2. Robbie Horton (Kaw); 3. Ricky Carmichael (Kaw); 4. Mark Burkhart (Hon); 5. Nick Wey (Kaw).
85 12-13 MOD: 1. Ricky Carmichael (Kaw); 2. Robbie Horton (Kaw); 3. Charlie Bogard (Suz); 4. Shae Bentley (Kaw); 5. Kenneth Jones (Suz).
85 14-15 STK: 1. Brock Sellards (Kaw); 2. Shaun Perolio (Yam); 3. Andy Bowyer (Kaw): 4. Jarrett Tipping (Suz); 5. Caleb Leath (Kaw).
85 14-15 MOD: 1. Andy Bowyer (Kaw); 2. Shaun Perolio (Yam); 3. Brock Sellards (Kaw); 4. Jarrett Tipping (Suz); 5. John Schneider (Hon).
125 12-15 STK: 1. Kevin Windham (Kaw); 2. Richie Horton (Kaw); 3. Anthony Pocorobba (Hon); 4. James Adam Humphrey (Suz); 5. J.D. Collins (Kaw).
125 12-15 MOD: 1. Kevin Windham (Kaw); 2. Richie Horton (Kaw); 3. Anthony Pocorobba (Hon); 4. J.D. Collins (Kaw); 5. James Humphrey (Suz).
+25: 1. Alan Andrews (Yam); 2. Mike Himanek (Hon); 3. Ricky Palmer (Yam); 4. Kreg Bigelow (Yam); 5. Mark Beamer (Hon).
+30: 1. Jon Ortner (Kaw); 2. Bart Lucas (Yam); 3. Alan Andrews (Yam); 4. Kip Bigelow (Kaw); 5. Ricky Palmer (Yam).
+35: 1. Bart Lucas (Yam); 2. Ron Jones (Yam); 3. Gary Peak (Yam); 4. A.C. Bruce (Kaw); 5. Paul Dziwanowski (ATK).
+40: 1. A.C. Bruce (Kaw); 2. Coy Stephen (Kaw); 3. Gary Peak (Yam); 4. Robert Fulton (Hon); 5. John Rader (Yam).
WMN: 1. Kristy Shealy (Kaw); 2. Kimberly Sybert (Hon); 3. Cindy Cole (Suz); 4. Gina Perry (Hon); 5. Nadine Holbert (Yam).
125 B STK: 1. Kevin Windham (Kaw); 2. Matt Maximoff (Suz); 3. Richie Horton (Kaw); 4. Brad Woolsey (Kaw); 5. Robbie Skaggs (Kaw).
125 B MOD: 1. Kevin Windham (Kaw); 2. Robbie Skaggs (Kaw); 3. Shawn Schultz (Kaw); 4. Edward Ray (Kaw); 5. Henry Retz (Suz).
250 B STK: 1. Kenny Yoho (Suz); 2. Ray Mitchell (Hon); 3. Brad Woolsey (Kaw); 4. Robbie Skaggs (Kaw); 5. Rob Sturgell (Kaw).
250 B MOD: 1. Robbie Skaggs (Kaw); 2. Kenny Yoho (Suz); 3. Daren McLaughlin (Suz); 4. Ray Mitchell (Hon); 5. Dustin Rounds (Yam).
500 NOV: 1. Jeff McLaughlin (Hon); 2. John Lundy (Hon): 3. William Hardin (Kaw); 4. Chris Shortridge (Hon); 5. Terry Chumbley (KTM).
125 C STK: 1. Jason Peres (Kaw); 2. Steven Moquin (Kaw); 3. Scott Lamb (Hon); 4. David Dishman (Suz); 5. Chad Ryan Zuck (Suz).
125 C MOD: 1. Kris Swaney (Suz); 2. Kevin Smith (Kaw); 3. Travis Langston (Suz); 4. Robert Tolson (Suz); 5. Brian Bankston (Hon).
250 C STK: 1. Brian Bankston (Hon); 2. Kevin Smith (Kaw); 3. Bryan Carson (Yam); 4. Chris Nelson (Yam); 5. Tim Stokes (Yam).
250 C MOD: 1. Tim Stokes (Yam); 2. Ben Kohler (Kaw); 3. Woody Strickland (Yam); 4. Rick Eggers (Kaw); 5. John Emhoff (Suz).

MOTOCROSS
125 A STK: 1. Brian Deegan (Kaw); 2. Clint Latham (Kaw); 3. Robbie Reynard (Kaw); 4. Scott Carter (Suz).
125 A MOD: 1. Gregory Rand (Suz); 2. Robbie Reynard (Kaw); 3. Damien Plotts (Hon); 4. James Elchel (Hon); 5. Scott Carter (Suz).
250/500 A STK: 1. Robbie Reynard (Kaw); 2. Kevin Walker (Yam); 3. Derek Youngblood (Hon); 4. Damien Plotts (Hon); 5. Clint Latham (Kaw).
250/500 A MOD: 1. Robbie Reynard (Kaw); 2. Kevin Walker (Yam); 3. Damien Plotts (Hon); 4. Brian Deegan (Kaw); 5. Bill Wallin (Suz).
P/W STK: 1. James Stewart (Yam); 2. Cory McDermitt (Yam); 3. Stephen Martin (Yam); 4. Jason Staples (Yam); 5. Ryan Bougenoy (Yam).
P/W MOD: 1. James Stewart (Yam); 2. Nicholous Adams (Itj); 3. Adam Laskowski (Yam); 4. Jacob Morrison (Yam); 5. Broc Johnson (Yam).
65 7-11 STK: 1. Aaron Lindsey (Kaw); 2. Ernesto Rodriguez (Kaw); 3. Allan Flores (Kaw); 4. Joshua Summey (Kaw); 5. Aaron Perkins (Kaw).
65 7-11 MOD: 1. Ernesto Rodriguez (Kaw); 2. Aaron Perkins (Kaw); 3. Jeff Gibson (Kaw); 4. Jonathan Shimp (Kaw); 5. T.J. Gulla (Suz).
85 7-11 STK: 1. Travis Pastrana (Suz); 2. Joey LeBlanc (Kaw); 3. Erenesto Rodriguez (Kaw); 4. Matt Walker (Kaw); 5. Josh Scott (Kaw).
85 7-11 MOD: 1. Justin Buckelew (Yam); 2. T.J. Gulla (Kaw); 3. Daniel Leddy (Yam); 4. Matt Walker (Kaw); 5. Ernesto Rodriguez (Kaw).
85 12-13 STK: 1. Robbie Horton (Kaw); 2. Charley Bogard (Suz); 3. Ricky Carmichael (Kaw); 4. Nicholas Wey (Kaw); 5. Mark Burhart (Hon).
85 12-13 MOD: 1. Charles Bogard (Suz); 2. Jon Borniff (Suz); 3. Randy Valade (Yam); 4. Mark Burkhart (Hon); 5. Nicholas Wey (Kaw).

The Grand Prix races featured a Le Mans-style start in which competitors dashed to their waiting motorcycles.

Shaun Perolio (64) captured the 85cc 14-15 year-old class championship.

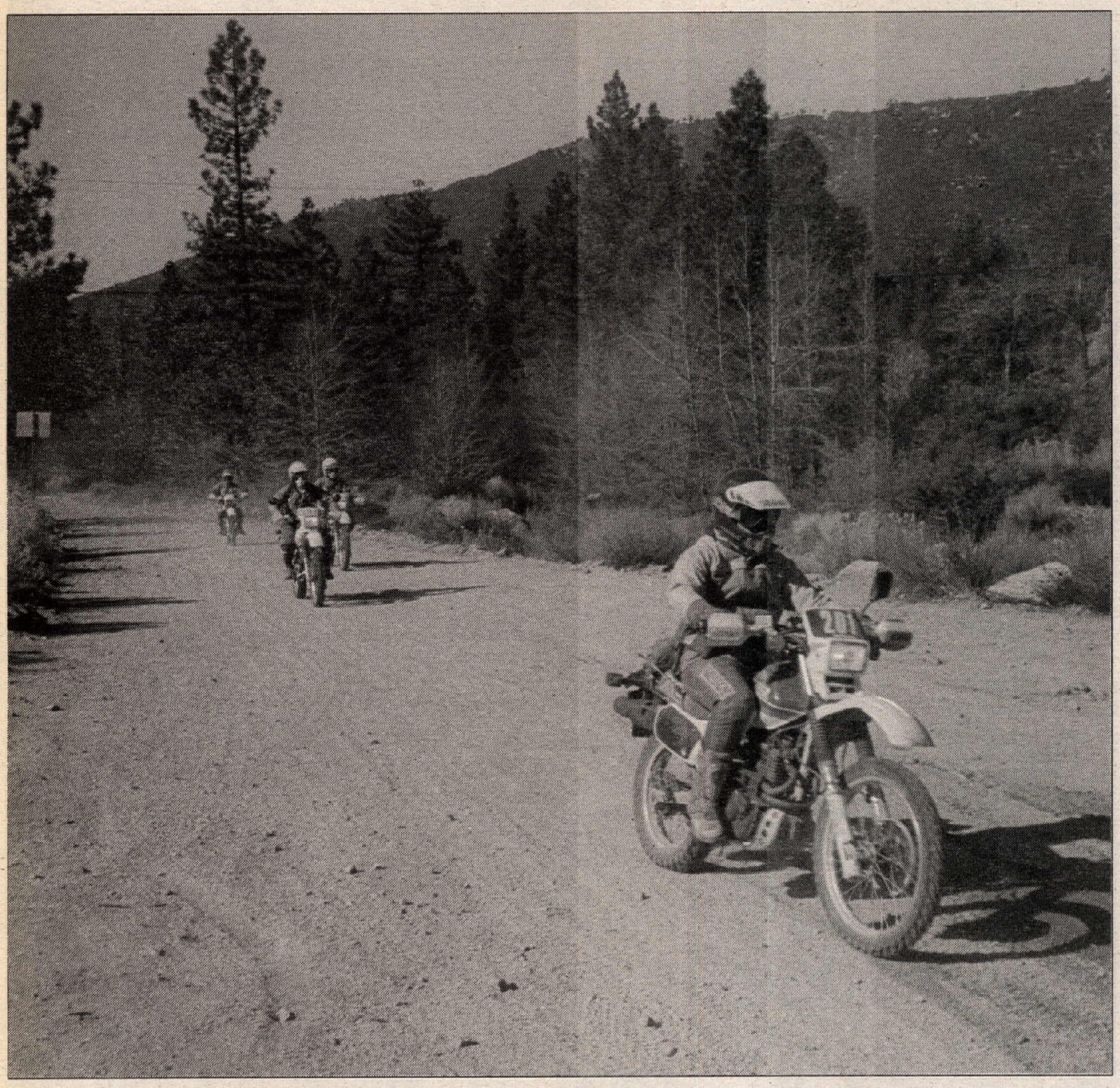
Justin Buckelew (58) and Matt Walker (27) battled throughout the meet. Buckelew won the TT, supercross and motocross events, while Walker won the grand prix.



85 14-15 STK: 1. Jarrett Tipping (Suz); 2. Brock Sellards (Kaw); 3. John Schneider (Hon); 4. Andy Bowyer (Kaw); 5. Charlie Dunaway (Kaw).
85 14-15 MOD: 1. Shaun Perolio (Yam); 2. Jarrett Tipping (Suz); 3. Brock Sellards (Kaw); 4. Charlie Dunaway (Kaw); 5. Billy Snook (Suz).
125 12-15 STK: 1. Kevin Windham (Kaw); 2. Anthony Pocorobba (Hon); 3. Richie Horton (Kaw); 4. Gerald Lashway (Kaw); 5. J.D. Collins (Kaw).
125 12-15 MOD: 1. Kevin Windham (Kaw); 2. Gerald Lashway (Kaw); 3. Anthony Pocorobba (Hon); 4. J.D. Collins (Kaw); 5. Ryan Voase (Suz).
+25: 1. Earl May (Yam); 2. Kreg Bigelow (Yam); 3. Alan Andrew (Yam); 4. Robert Handy (Hon); 5. Ricky Palmer (Yam).
+30: 1. Alan Andrew (Yam); 2. Kip Bigelow (Kaw); 3. Jon Ortnor (Kaw); 4. Kreg Bigelow (Yam); 5. Robert Handy (Hon).
+35: 1. Bart Lucas (Yam); 2. Brian Grahem (Hon); 3. Gary Peak (Yam); 4. Doug Harvey (Yam); 5. Mark Husnander (Hon).
+40: 1. Gary Pake (Yam); 2. Dave Curry (Kaw); 3. Stephen Coy (Kaw); 4. Larry Noble (Yam); 5. Joseph Steidl (Hon).
WMN: 1. Cindy Cole (Suz); 2. Kristy Shealy (Kaw); 3. Kim Sybert (Hon); 4. Amber Hughes (Suz); 5. Stephanie Perron (Suz).
125 B STK: 1. Kevin Windham (Kaw); 2. Matt Maximoff (Suz); 3. Kenny Yoho (Suz); 4. Jason Sybert (Hon); 5. Paul Currie (Kaw).
125 B MOD: 1. Kevin Windham (Kaw); 2. Matt Maximoff (Suz); 3. Gerald Lashway (Kaw); 4. Nathan Ramsey (Suz); 5. Robbie Skaggs (Kaw).
250 B STK: 1. Robbie Skaggs (Kaw); 2. Ray Mitchell (Hon); 3. Daren McLaughlin (Suz); 4. Brad Simpson (Kaw); 5. John Kidd (Suz).
250 B MOD: 1. Darren McLaughlin (Suz); 2. Dustin Rounds (Yam); 3. Robbie Skaggs (Kaw); 4. Thomas Crick (Suz); 5. Kenny Yoho (Suz).
500 NOV: 1. Daren McLaughlin(Hon); 2. Chris Shortridge (Hon); 3. John Lundy (Hon); 4. Terry Chumbley (KTM); 5. Chris Pritchett (Kaw).
125 C STK: 1. Joey Clark (Kaw); 2. Donald Hardy (Ka); 3. Jason Dobbs (Hon); 4. Steven McQuin (Kaw); 5. Jason Swefney (Hon).
250 C STK: 1. Brian Bankston (Hon); 2. Larry Walker (Yam); 3. Ben Kolher (Hon); 4. Tim Stokes (Yam); 5. Gary Wolstenholme (Kaw).
250 C MOD: 1. Ben Kolher (Hon); 2. Dave Waynes (Yam); 3. Mike Keller (Kaw); 4. Tom Stokes (Yam); 5. Rich Eggers (Kaw).

GRAND PRIX
125 A STK: 1. Robbie Reynard (Kaw); 2. Brian Deegan (Kaw); 3. Gregory Rand (Suz); 4. Damien Plotts (Hon); 5. Clint Latham (Kaw).
250/500 A STK: 1. Robbie Reynard (Kaw); 2. Gregory Rand (Suz); 3. Kevin Walker (Yam); 4. Clinton Laeham (Kaw); 5. Earl May (Yam).
P/W STK: 1. James Stewart (Yam); 2. Brandon Husnader (Yam); 3. Nicholas Adams (Yam); 4. Cory McDermitt (Yam); 5. James Johnson (Yam).
65 7-11 STK: 1. Aaron Lindsey (Kaw); 2. Ernesto Rodriguez (Kaw); 3. Jeff Gibson (Kaw); 4. Allan Flores (Kaw); 5. Josh Scott (Kaw).
85 7-11 STK: 1. Matt Walker (Kaw); 2. Travis Pastrana (Suz); 3. Joey LeBlanc (Kaw); 4. Ernesto Rodriguez (Kaw); 5. Joshua Woods (Kaw).
85 12-13 STK: 1. Robbie Horton (Kaw); 2. Ricky Carmichael (Kaw); 3. Charlie Bogard (Suz); 4. Thomas Barron (Suz); 5. Shae Bentley (Kaw).
85 14-15 STK: 1. Shaun Perolio (Yam); 2. Jarrett Tipping (Suz); 3. Billy Snook (Suz); 4. Charlie Dunaway (Kaw); 5. Ryan Clark (Kaw).
125 12-15 STK: 1. Kevin Windham (Kaw); 2. Anthony Pocorobba (Yam); 3. Richie Horton (Kaw); 4. J.D. Collins (Kaw); 5. Ryan Voase (Suz).
+25: 1. Earl May (Yam); 2. Alan Andrew (Yam); 3. Jon McCabe (Yam); 4. Mike Himanek (Hon); 5. Ricky Palmer (Yam).
+30: 1. Alan Andreu (Yam); 2. Jon Orther (Kaw); 3. Kreg Bigelow (Yam); 4. Kip Bigelow (Kaw); 5. John Havens (Yam).
+35: 1. Bart Lucas (Yam); 2. Doug Harvey (Yam); 3. Paul Dziwanowski (ATK); 4. Mark Husnander (Hon); 5. Jeff Ray (Suz).
+40: 1. Gary Peak (Yam); 2. Stephen Coy (Kaw); 3. John Rader (Yam); 4. Eric Crippa (Hon); 5. Richard Scott (Yam).
WMN: 1. Cindy Cole (Suz); 2. Kristy Shealy (Kaw); 3. Kimberly Sybert (Hon); 4. Nadine Holbert (Yam); 5. Amber Hughes (Suz).
125 B STK: 1. Kevin Windham (Kaw); 2. Robbie Skaggs (Kaw); 3. Kenny Yoho (Suz); 4. Dustin Rounds (Yam); 5. Matt Maximoff (Suz).
250 B STK: 1. Robbie Skaggs (Kaw); 2. Kenny Yoho (Suz); 3. Ramsey Nathan (Suz); 4. Ray Mitchell (Hon); 5. John Resher (Suz).
500 NOV: 1. Chris Shortridge (Hon); 2. Dale Huff (Hon); 3. Bonnie Ray (Hon); 4. Marc Cleveland (Hon); 5. Joey Hardin (Kaw).
125 C STK: 1. Steven Moquin (Kaw); 2. Scott Lamb (Hon); 3. Kevin Nance (Hon); 4. Joey Clark (Kaw); 5. Aaron Kimmerer (Suz).

DUAL SPORT Los Angeles-to-Barstow-to-Las Vegas



More than 360 riders participated in this year's Los Angeles-to-Barstow-to Las Vegas dual sport ride.

It wouldn't be Thanksgiving without it

By Anne Van Beveren
Photos by Tom Van Beveren

LAS VEGAS, NV, NOV. 27-28

"It's a tradition. Thanksgiving wouldn't be the same without it." To most Americans, "it" would be identified as turkey, stuffing or pumpkin pie.

But to Terry Pratt, sitting astride a 1970 Triumph in the middle of the Mojave Desert, wearing a head-to-toe coating of tan-colored dust and a wide smile, and hundreds of others, "it" is the Los Angeles-to-Barstow-to-Las Vegas Dual Sport Ride.

Known affectionately as LA-B-to-V, the two-day ride from the outskirts of Los Angeles to the glitter of the Las Vegas strip began as an off-shoot of the famous Barstow-to-Vegas Hare and Hound. Now in its ninth year and adopted as the final round of the AMA National Trail Ride Series, the cross country run has become famous in its own right.

"It's probably the best known dual sport ride of the year," said Pratt. "I've done it four or five times now. Thanksgiving wouldn't be Thanksgiving if I didn't do this."

This year's LA-B-to-V drew 367 riders, including out-of-staters from as far away as Wisconsin, Illinois and West Virginia. One Honda executive travelled all the way from his home base in Japan to get in on the action, and Kenichi Koyama - Senior Vice President of American Honda's motorcycle division, was so enthusiastic he learned to ride a dirt bike so he could join the fun.

"Mr. Koyama announced that he wanted to do (the ride) at a meeting earlier this year," said Bruce Ogilvie of Honda's product evaluation department, who won the Barstow-to-Vegas Hare and Hound in 1988. "He had never ridden dirt bikes so we took him out a couple of times. He had a big enough desire that he came back from South America on Thursday and showed up at Colton for the start on Friday morning."

The ride began the day after Thanksgiving at Honda's rider training center in Colton, 60 miles east of downtown Los Angeles. Sign-up opened at 6 a.m. and, with nearly 200 miles of riding ahead before the overnight stop in Barstow, the riders hit the trail as early as they could.

The morning was fine and cool, with a light breeze - a great improvement over the high winds that plagued the riders throughout last year's trek.

The trail led straight into the San Bernardino Mountains and the early start meant riders had to contend with patches of ice, especially in some of the shadowy turns.

"I fell down in the morning," said Rob Bertino. "There were several creek crossings that were frozen big sheets of ice. I was going real slow and I just laid down, so it wasn't a big problem."

LA-B-to-V regular Bob Tartter, who got a late start after waiting an hour for a freeway accident to clear, was disappointed with the water sections he encountered. "We crossed the Santa Ana River about five times. I was mad because there was nobody to splash," said Tartter.

The riders followed their route-charts along fire roads and mountain trails to the lunch stop at B.J.'s in Big Bear City, where a 5.4 earthquake had struck less than four hours earlier.

The break for lunch took longer than many riders had expected, as a long line formed for the trivia game that would determine day one's prize winners. Each rider drew a number and then tried to answer the corresponding motorcycle trivia question, which ranged from "What is the name of the 1992 AMA National Hare & Hound Champion?" to "What year was the Yamaha DT-1 introduced?" Points were awarded for each correct answer, based on the difficulty of the question.

"We have some pretty good scores, but there's a whole bunch of zeros in here, too," said Larry Langley, who compiled the questions and tallied the scores at the end of the day. The top score of 60 points earned a Dunlop tire at Sunday morning's awards ceremony.

The holiday weekend brought increased traffic on the fire roads near Big Bear and the riders exercised care as they skirted four-wheel drive trucks and play riders on motorcycles. Many of them also took time out every few miles to survey the impressive scenery and the clean, clear air.

Mechanical problems forced Richard Adamar to take more time out than he had planned.

"I had a vacuum leak and the idle kept creeping up and up. Then my brakes failed in the water and I had a runaway bike," said Adamar. "We tried fixing the leak - we even tried using duct tape, but there was nothing we could do. Even with problems, you can't help but have a good time. I was heartbroke that I couldn't ride the second day."

BMW pilot Tim Hogle refused to let his bike get in the way of an exciting ride. Despite the handicap of the R80RS's wide cylinders, Hogle took every optional hard section on the course, except the one specifically labeled "No Beemers." Hogel reported less than a quarter inch of clearance on some sections of the trail.

The course dropped out of the mountains down Grapevine Canyon and the run across the desert floor towards the overnight stop in Barstow began.

"The course gets better every year," said ex-California resident Keith Tuilar, who flies in from Georgia to take part in LA-B-to-V every year. "The mountains up through Big Bear were a blast - they always are, but going through Lucerne Valley, we got a lot more desert this year. It had more sandwashes, more cross country, and I loved that."

The cross-country riding lost some of its appeal as the course left Lucerne Valley and headed into the Stoddard Wells riding area. A route chart error left many of the riders scratching their helmets near the 180-mile mark. Some riders found the trail by themselves; others rode out on the tail of ex-desert racers who knew the area.

With 4 o'clock drawing near and the sun starting to sink low on the horizon, many of the lost riders opted for the easy way out. They abandoned the trail and headed for the freeway, completing the ride on the pavement as darkness started to close in.

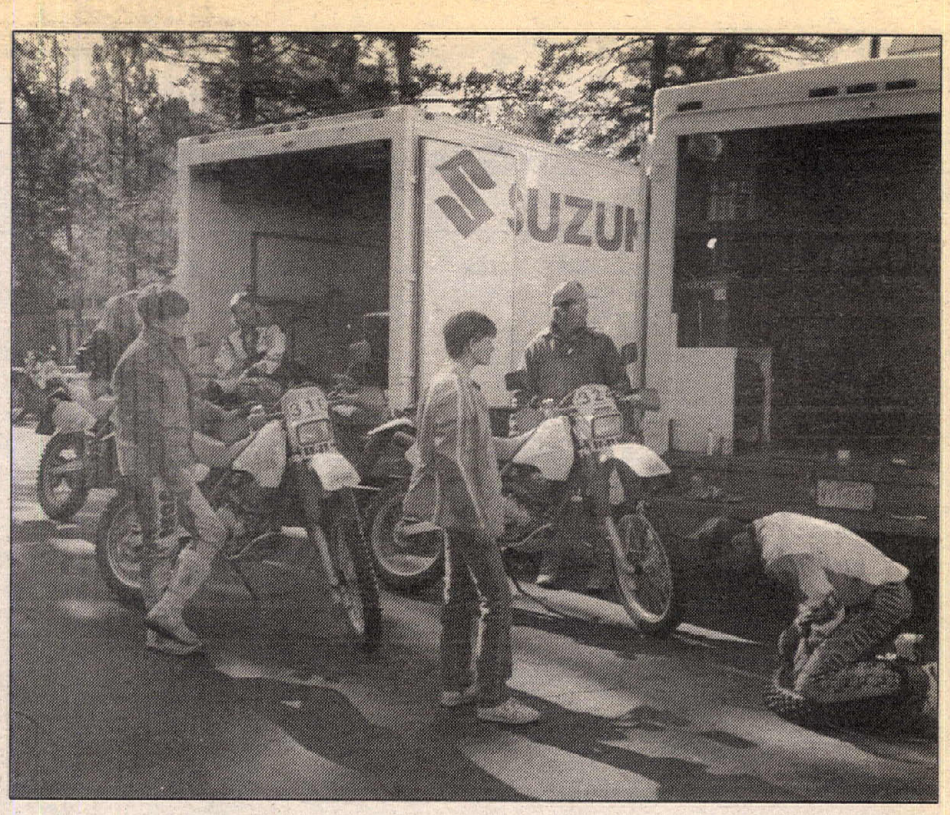
There was another long line for the final trivia questions of the day and some riders, like Les Johnson, wondered if the wait was worth it.

"I've had hard questions all day, so there isn't any point trying to get a good score," said Johnson. "But I'm here, I'm warm and I'm ambulatory. That all that counts."

The riders were up before dawn on Saturday for the second day in a row. Day two promised 240 miles of sandwashes and two-track jeep roads, with a final dash through Nevada's Spring Mountains and the historic mining town of Goodsprings, and the riders were eager to be on the trail.

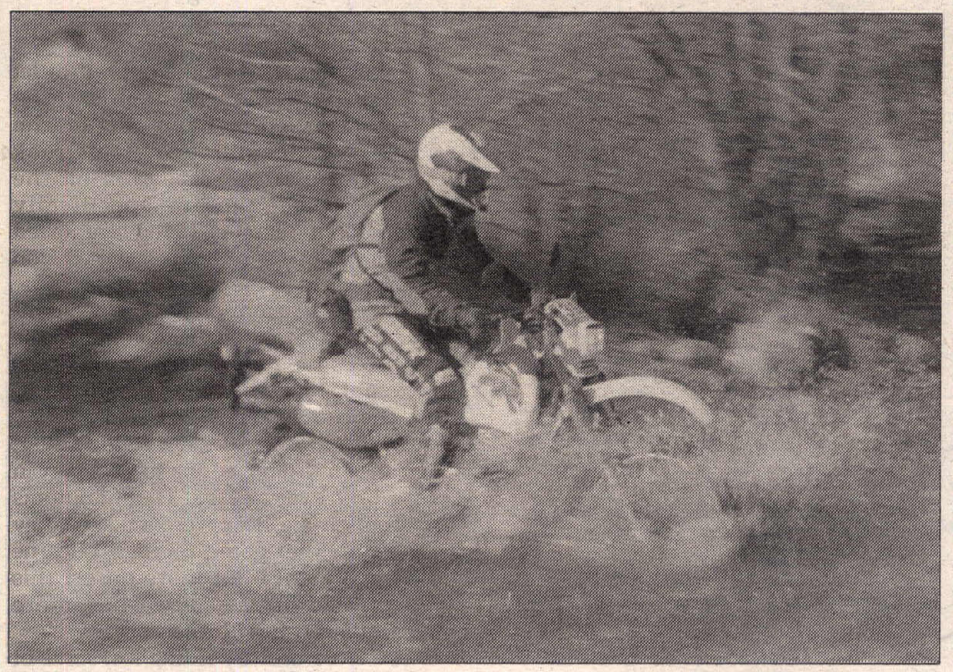
It was a cool 32 degrees as the front-runners headed out at 7 a.m., riding directly into the rising sun, as they tack-

This year's event kicked off at the Honda Rider Training Center in Colton, California. The first dirt section routed the riders into the San Bernardino National Forest.



Both American Suzuki and Honda supplied chase vehicles, complete with spare parts and mechanics to help those stranded on the trail, or needing quick roadside repairs.

The two-day ride featured a variety of terrain and obstacles. This water crossing was one of many that provided a challenge for the dual sport enthusiasts.



After spending Friday night in Barstow, California, the riders continued on to the Las Vegas "strip" in Nevada, via miles and miles of two-track dirt roads.

led the first of many long sandwashes. After a scenic ride through the Petroglyphs and the Pisgah Crater lava flow, the course turned to asphalt for the first field check of the day in Ludlow.

"There were a lot of rocks early in the day - it was hard work, but it was a gorgeous morning," said Honda pilot Jim Woods. "There was no breeze. It wasn't even cold."

Disaster struck one rider after another as they headed out of Ludlow and hit the lava beds near Onyx Mine. One mistake was enough among the razor sharp edges of the volcanic rocks and when organizers asked who had suffered a flat the next morning at the awards ceremony, more than 50 people got to their feet.

Without help from the support trucks and personnel by American Honda and Suzuki, many of the riders would never have seen the finish in Las Vegas. Honda's Rider Education Semi and Suzuki's two box vans spent both days leap-frogging along the trail, helping out with whatever they could.

Honda's Chuck Miller and the Suzuki crew headed by off-road racer, Mark Hyde, lubed, cleaned, epoxied, inflated or "MacGyvered" their way around every problem that came their way. All repairs were made at no cost and the make of the bike was of no concern. Miller was seen helping to kick-start an Suzuki RM250 with a Suzuki distributor plate, while a near-new Honda XR650L with a ride-ending rear flat travelled more than 100 miles in the back of a Suzuki box van on its way to the finish.

Day two's lunch stop was near the intersection of Cima Road and Interstate 15. The first 30 riders had cleared the check by 10:30 a.m. but the most colorful riders were still to come.

Ed Butler arrived with imitation doggy do-do on top of his helmet.

"It's our club's 'Oh S—-'Award," said the United Enduro Association member. "You get it for doing something that makes you or everybody else say 'Oh S—-' and you have to wear it for a month. I've won it so many times I can't remember what this one is for."

John Hall and Tony Armanda had spent their morning behaving like teenagers.

"In the sandwashes I feel like I'm 16," said 61 -year-old Armada.

"When you're as old as me, you might as well have a good time," said 66-year-old Hall. "There's not enough time for not having a good time."

One rider checked into the lunch stop with his exhaust in a backpack. Thirteen-year-old Rocky Raun, who was riding two-up with his father, arrived on the back of a Honda after dad's Can-Am lost a footpeg going over a jump, and Italian Antonio Silviia raised some eyebrows with his "spare gas tank" - a bright red, two-gallon plastic container, strapped to the back of his Yamaha.

"I brought the bike to do this ride. I don't know how many miles it gets (to the tank)," said Silviia. "I ride in the mountains (near Milan). There is no gas up there. You have to carry your own."

From the look of the bike, gas was not Silviia's only problem. The Yamaha was missing a turn signal, half the license plate, and its tail light.

"Today in the beginning I fell. It was too much rocks. My wheel came up and I went really off road," said Silviia.

But even Silviia did not raise as many eyebrows as Alan Biggs, who pulled into the lunch stop on a Yamaha Virago with a dual sport ride number stuck on the front. Biggs had planned to ride the entire second day, but he was held up by a flat tire on his all-night ride from Santa Cruz and only made it in time for the afternoon section.

"My dual sport bike got stolen a year ago on my way home from this ride and I couldn't afford to get another one," said Biggs, "but I like it so much it doesn't matter what bike I'm on."

Mickel Muto's big problem was getting into the saddle after his stop for lunch. The six-year-old was probably the smallest rider in the pack and could barely see over the saddle of the Kawasaki he shared with his father, Hiroaki Muto. And the biggest problem motorcycle accessories dealer Paul Flanders could think up was getting only one hamburger patty in his Big Mac, when he stopped for a late lunch at the California/ Nevada border.

One of the scenic highlights came as the tail-end riders cleared Cottonwood Canyon and began their final descent towards the glow of Las Vegas.

"The sun was just starting to set in the canyon. The colors were fabulous," said Dave Tonkiss.

Final check-in was at the Hacienda Hotel on the Las Vegas strip, and the casino lights were starting to shine brightly in the growing dusk by the time the slower riders pulled in to the secured parking area reserved for the dual sport motorcycles.

Some of the riders looked tired after their long day in the saddle, but there were smiles all 'round that said the ride was more than worth it.

Roy Coe, who takes a 1979 Yamaha the full distance every year, summed up the feeling.

"It's not a really tough ride, but it wasn't a piece of cake, either," said Coe. "It's lots of fun, and I'll be back again next year." CN

THE 1993 CR CONTINGENCY PROGRAM.

AMA AMATEUR SUPERCROSS SERIES
16 Events x 16 Classes: $124,320

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
85 7-11 125 12-15 500 Novice B/C
125C 250C +25B/C

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
85 12-13 125B Int SR 35+ +25A
85 14-15 SR 30+ SR 40+ 250B Int

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125A 250/500A

AMA WINTER OLYMPICS / MINI-O (FL)
2 Events x 25 Classes: $36,400

AMATEUR LEVEL B:

1st $200 2nd $125 3rd $100 4th $50 5th $25
85 7-11 Stk 125 12-15 Stk 250C Stk Women
85 12-13 Stk 125C Stk 250 Mod
85 14-15 Stk 125C Mod 500 Nov B/C

AMATEUR LEVEL A:

1st $400 2nd $200 3rd $150 4th $100 5th $50
85 7-11 Mod 125 12-15 Mod 250B Stk +30
85 12-13 Mod 125B Stk 250B Mod +35
85 14-15 Mod 125B Mod +25

PROFESSIONAL:

1st $400 2nd $275 3rd $200 4th $150 5th $75
125A Exp/Pro-Am Stk 250/500A Exp/Pro-Am Stk
125A Exp/Pro-Am Mod 250/500A Exp/Pro-Am Mod

AMA FLORIDA WINTER SERIES (FL)
5 Events x 23 Classes: $115,000

AMATEUR LEVEL B:

1st $200 2nd $125 3rd $100 4th $50 5th $25
85 7-11 125C +25B/C Women
85 12-15 Mod 250C +30B/C
125 12-15 500 Nov B/C Age 16-24

AMATEUR LEVEL A:

1st $400 2nd $275 3rd $200 4th $150 5th $75
85 14-15 125A +35 +30A
Super Mini 250B +40 Vet Pro +30 Exp
125B 250/500A +25A

PROFESSIONAL:

1st $1000 2nd $750 3rd $500 4th $400 5th $300
125 Pro/Exp 250/500 Pro/Exp

AMA AMATEUR NATIONAL REGIONAL QUALIFIER SERIES
8 Events x 25 Classes: $157,600

AMATEUR LEVEL C:

1st $200 2nd $125 3rd $100 4th $50 5th $25
85 Stk 7-11 125 Stk 12-15 250C Nov Stk
85 Stk 12-13 125C Nov Stk 250C Nov Mod
85 Stk 14-15 125C Nov Mod Women 85-125

AMATEUR LEVEL B:

1st $300 2nd $200 3rd $150 4th $100 5th $50
85 Mod 9-13 125 Mod 12-15 125B Mod 250B Mod
85 Mod 14-15 125B Stk 250B Stk Open B/C

AMATEUR LEVEL A:

1st $400 2nd $275 3rd $200 4th $150 5th $75
125A Stk 250A Stk Open A 30+SR 125A Mod 250A
+25 40+SRX

AMA AMATEUR NATIONAL FINAL LORETTA LYNNS (TN)
1 Event x 25 Classes: $32,025

AMATEUR LEVEL C:

1st $250 2nd $200 3rd $150 4th $125 5th $100
85 Stk 7-11 125 Stk 12-15 250C Nov Stk
85 Stk 12-13 125C Nov Stk 250C Nov Mod
85 Stk 14-15 125C Nov Mod Women 85-125

AMATEUR LEVEL B:

1st $500 2nd $300 3rd $200 4th $150 5th $125
85 Mod 9-13 125 Mod 12-15 125B Mod 250B Mod
85 Mod 14-15 125B Stk 250B Stk Open B/C

AMATEUR LEVEL A:

1st $750 2nd $400 3rd $300 4th $200 5th $150
125A Stk 250A Stk Open A 30+SR
125A Mod 250A Mod +25 40+SR

AMA OUTDOOR NATIONALS
23 Events x 3 Classes: $342,550

PROFESSIONAL CLASS:

125 Pro:		250/500 Pro:	
1st $3500	6th $750	1st $5000	6th $1000
2nd $2500	7th $500	2nd $3000	7th $750
3rd $2000	8th $400	3rd $2500	8th $500
4th $1500	9th $300	4th $2000	9th $400
5th $1000	10th $200	5th $1500	10th $300

AMA SUPERCROSS SERIES
16 Events x 2 Classes: $427,200

PROFESSIONAL:

125 Pro:		250 Pro:	
1st $3000	6th $500	1st $5000	6th $1000
2nd $2000	7th $400	2nd $3000	7th $750
3rd $1500	8th $300	3rd $2500	8th $500
4th $1000	9th $200	4th $2000	9th $400
5th $750	10th $100	5th $1500	10th $300

ALASKA STATE SERIES (AK)
10 Events x 6 Classes: $32,000

AMATEUR LEVEL A:

1st $150 2nd $100 3rd $75 4th $50 5th $25
80 Exp 125 Int 250 Int Vet Ex

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Exp/Pro 250 Exp/Pro

CAROLINA ULTRA SERIES (NC, SC, TN, VA)
15 Events x 15 Classes: $108,300

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
85 7-11 250C 16-24 Unlimited
125C Open Am 25+

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
85 12-15 SR 125B 30+ Open Pro
65/85 7-15 Super 250B 40+

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Pro 250 Pro

CMC COPPER STATE (AZ)
8 Events x 25 Classes: $61,520

AMATEUR LEVEL A:

1st $100 2nd $75 3rd $60 4th $40 5th $20
80 Beg 9-11 125 Jun 500 Am Vet Beg OT Jun
80 9-11 125 Int Youth Int Vet Int OT Int
80 12-13 250 Beg Youth Jun Vet Jun OT Masters
80 14-16 250 Jun Youth Exp Vet Pro Women
125 Beg 250 Int

PROFESSIONAL:

1st $150 2nd $100 3rd $75 4th $50 5th $25
125 Pro 250 Pro 500 Pro

CMC DESERT STATE (AZ)
8 Events x 25 Classes: $93,560

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
80 Beg 9-16 125 Jun Youth Jun OT Jun
80 9-11 250 Beg Vet Beg Women
125 Beg 250 Jun Vet Jun

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
80 12-13 250 Int Youth Exp OT Int
80 14-16 500 Am Vet Int OT Mas
125 Int Youth Int Vet Pro

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Pro 250 Pro 500 Pro

CMC GOLDEN STATE (CA)
8 Events x 25 Classes: $211,600

AMATEUR LEVEL B:

1st $200 2nd $125 3rd $100 4th $50 5th $25
80 Beg 9-16 125 Jun Youth Jun OT Jun
80 9-11 250 Beg Vet Beg Women
125 Beg 250 Jun Vet Jun

AMATEUR LEVEL A:

1st $400 2nd $275 3rd $200 4th $150 5th $75
80 12-13 250 Int Youth Exp OT Int
80 14-16 500 Am Vet Int OT Mas
125 Int Youth Int Vet Pro

PROFESSIONAL:

1st $1000 2nd $750 3rd $500 4th $400 5th $300
125 Pro 250 Pro 500 Pro

CMC MID SUMMER NIGHT SERIES (AZ)
NEW
8 Events x 25 Classes: $93,560

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
80 Beg 9-16 125 Jun Youth Jun OT Jun
80 9-11 250 Beg Vet Beg Women
125 Beg 250 Jun Vet Jun

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
80 12-13 250 Int Youth Exp OT Int
80 14-16 500 Am Vet Int OT Mas
125 Int Youth Int Vet Pro

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Pro 250 Pro 500 Pro

CMC PAC WEST (ID, OR, WA)
10 Events x 25 Classes: $116,950

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
80 Beg 9-16 125 Jun Youth Jun OT Jun
80 9-11 250 Beg Vet Beg Women
125 Beg 250 Jun Vet Jun

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
80 12-13 250 Int Youth Exp OT Int
80 14-16 500 Am Vet Int OT Mas
125 Int Youth Int Vet Pro

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Pro 250 Pro 500 Pro

CMC SPRING CLASSIC SERIES (So. CA)
8 Events x 25 Classes: $93,560

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
80 Beg 9-16 125 Jun Youth Jun OT Jun
80 9-11 250 Beg Vet Beg Women
125 Beg 250 Jun Vet Jun

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
80 12-13 250 Int Youth Exp OT Int
80 14-16 500 Am Vet Int OT Mas
125 Int Youth Int Vet Pro

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Pro 250 Pro 500 Pro

CMC TRANS CAL (CA)
10 Events x 25 Classes: $116,950

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
80 Beg 9-16 125 Jun Youth Jun OT Jun
80 9-11 250 Beg Vet Beg Women
125 Beg 250 Jun Vet Jun

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
80 12-13 250 Int Youth Exp OT Int
80 14-16 500 Am Vet Int OT Mas
125 Int Youth Int Vet Pro

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Pro 250 Pro 500 Pro

GFI FALL SERIES (No. & So. CA)
10 Events x 28 Classes: $125,800

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
80 Beg 125 Nov 500 Beg +25 Nov +40 Nov
80 Nov 250 Beg 500 Nov +30 Nov Women
125 Beg 250 Nov +25 Beg +35 Nov

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
80 Int 250 Int +30 Int +40 Int
80 Exp 500 Int +30 Pro +40 Exp
125 Int +25 Int +35 Int

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Pro 250 Pro 500 Pro

GFI WINTER SERIES (No. & So. CA)
12 Events x 28 Classes: $335,400

AMATEUR LEVEL B:

1st $200 2nd $125 3rd $100 4th $50 5th $25
80 Beg 125 Nov +25 Beg +35 Nov 500 Beg
80 Nov 250 Beg +25 Nov +40 Nov 500 Nov
125 Beg 250 Nov +30 Nov

AMATEUR LEVEL A:

1st $400 2nd $275 3rd $200 4th $150 5th $75
80 Int 250 Int +30 Int +40 Int
80 Exp 500 Int +30 Pro +40 Exp
125 Int +25 Int +35 Int

PROFESSIONAL:

1st $1000 2nd $750 3rd $500 4th $400 5th $300
125 Pro 250 Pro 500 Pro

GNC GOOD TIME NATIONAL (TX)
1 Event x 32 Classes: $13,765

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
Mini Stk 12-13 85 7-11 125 Beg 250 Open
Mini Jr 7-11 85 12-15 125 Open 250 Beg
Mini Stk 7-11 125 Stk Nov 250 Nov 25+ Nov
Mini Stk 14-16 125 Mod Nov 250 Stk Nov 30+Nov
Mini Open 7-16

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
Mini SR 12-13 250 Stk Int 25+ Mst Open 250 Int
Mini SR 14-16 45+ 30+Int 125 Int 125 Stk Int
38+ 125+ Int 30+Mst

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Exp 250 Exp

GNC INTERNATIONAL FINAL (TX)
1 Event x 32 Classes: $13,765

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
Mini Stk 12-13 85 7-11 125 Open 25+ Nov
Mini Jr 7-11 85 12-15 250 Nov 30+Nov
Mini Stk 7-11 125 Stk Nov 250 Stk Nov
Mini Stk 14-16 125 Mod Nov 250 Open
Mini Open 7-16 125 Beg 250 Beg

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
Mini SR 12-13 45+ 30+Int 125 Int
Mini SR 14-16 25+ Int 30+Mst 250 Int
38+ 25+ Mst Open 125 Stk Int
250 Stk Int

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Exp 250 Exp

GNC REGIONAL CHAMPIONSHIPS (AZ, OK, TX)
3 Events x 32 Classes: $41,295

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
Mini Stk 12-13 85 7-11 125 Open 25+ Nov
Mini Jr 7-11 85 12-15 250 Nov 30+Nov
Mini Stk 7-11 125 Stk Nov 250 Stk Nov
Mini Stk 14-16 125 Mod Nov 250 Open
Mini Open 7-16 125 Beg 250 Beg

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
Mini SR 12-13 45+ 30+Int 125 Int
Mini SR 14-16 25+ Int 30+Mst 250 Int
38+ 25+ Mst Open 125 Stk Int
250 Stk Int

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Exp 250 Exp

HONDA BIG BUCKS SHOOTOUT (NJ)
1 Event x 20 Classes: $9,455

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
80 10-11 125 Nov C 125 Schoolboy
125 Nov A 250 Nov A Vet Am 30+
125 Nov B 250 Nov B 25+ Am

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
80 12-13 125 Am Open AM 25+ Exp
80 14-15 250 Am SR 40+ Vet Exp

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Exp 250 Exp 500 Exp

MAMMOTH MOUNTAIN MX (CA)
1 Event x 17 Classes: $8,315

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
80 Jun 125 Jun 500 Jun Vet Jun
80 Int 250 Jun Women Jun Exp

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
80 Exp 250 Int Vet Int SR 40+
125 Int 500 Int Vet Exp

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Exp 250 Exp 500 Exp

MMDA SILVERDOME FINAL (MI)
1 Event x 15 Classes: $12,300

AMATEUR LEVEL B:

1st $200 2nd $125 3rd $100 4th $50 5th $25
80 7-11 125 Jun 12-15 25+ 250/Open C
80C 12-15 16-24 Years 125C

AMATEUR LEVEL A:

1st $400 2nd $275 3rd $200 4th $150 5th $75
80 12-15 Senior 125A 250/Open A
Vet Super Senior 50+ 125B 250/Open B

1993 CR Racing Contingency Program Eligibility Requirements

• Only 1993 CR models will be eligible and riders must complete a 1993 Honda contingency claim form for each event, including the Internal Revenue Service Form W-9 portion. All winning riders will receive IRS Form 1099 prior to the end of January, 1994.

• Contingency will be paid to the registered owner, only per the Warranty Registration card submitted to Honda by the dealer at the time of purchase.

• Honda will pay contingency upon confirmation from promoter that rider competed on a properly qualified motorcycle.

• Minimum of six (6) riders must race in a class for that class to qualify for contingency.

• Contingency will be paid on riders' best finish in one class only per each motorcycle —no multiple-class payouts.

• All winning pro riders competing in the AMA Outdoor Nationals and the Supercross series will receive a check directly from American Honda Motor Co., Inc. after submitting IRS Form W-9 to American Honda Motor Company.

• All other winning riders will receive "Honda Red Riders Contingency Gift Cer-

ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT. Obey the law, and read your owner's manual thoroughly. Information subject to change without notice. See your Honda Dealer or listed racing organization for claim

MMDA SILVERDOME SERIES (MI)
7 Events x 15 Classes: $45,255

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
80 7-11 125 Jun 12-15 25+ 250/Open C
80C 12-15 16-24 Years 125C

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
80 12-15 Senior 125A 250/Open A
Vet Super Senior 50+ 125B 250/Open B

MEGA SERIES (GA, NC, TN, VA)
16 Events x 18 Classes: $129,680

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
85 7-11 Schoolboy 12-15 25+ C 30+ C
125C 250C Unlimited Am

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
80 12-15 30+ B 30+ A
125B 40+ SS Open Am
250B 25+ A 25+ B

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Pro 250/500 Pro

MTEG ULTRA CROSS SERIES
10 Events x 1 Class: $10,000

PROFESSIONAL:

1st $400 2nd $250 3rd $200 4th $100 5th $50
250 Class

NESC MX SERIES (CT, ME, MA)
32 Events x 19 Classes: $276,960

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
85 Beg 125Y Jun Open Nov
85 Jun 125 Nov 30+ Am
125Y Beg 200 Nov 35+ Am

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
85 Adv 200+ Am 40+ 35+ Exp
125 Am Open Am 30+ Exp 125Y Adv

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Exp 250 Exp

NUCLEAR MX SERIES (IL)
10 Events x 11 Classes: $55,300

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
80 Jun 125C 250C 25+

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
80 SR Open 125B 250B 30+

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125A 250A

NMA PONCA CITY GRAND NATIONAL CHAMPIONSHIP (OK)
1 Event x 26 Classes: $12,240

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
85 Stk 9-11 80 Stk Nov 12-16 105 Mod 12-18 125 Mod Nov
80 Mod 9-11 80 Mod Nov 12-16 125 Stk Beg 250 Stk Nov
80 Stk Beg 12-16 105 Mod 9-11 125 Stk Nov 250 Mod Nov

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
85 Stk Int 12-16 80 Stk Exp 12-16 125 Stk Int 250 Stk Int
80 Mod Int 12-16 80 Mod Exp 12-16 125 Mod Int 250 Mod Int
Vet 500 Mod Am

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Stk Pro 125 Mod Pro 250 Stk Pro 250 Mod Pro

NMA WORLD MINI GP (NV)
1 Event x 26 Classes: $12,240

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
85 Stk 9-11 80 Stk Nov 12-16 105 Mod 12-18 125 Mod Nov
80 Mod 9-11 80 Mod Nov 12-16 125 Stk Beg 250 Stk Nov
80 Stk Beg 12-16 105 Mod 9-11 125 Stk Nov 250 Mod Nov

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
85 Stk Int 12-16 80 Stk Exp 12-16 125 Stk Int 250 Stk Int
80 Mod Int 12-16 80 Mod Exp 12-16 125 Mod Int 250 Mod Int
Vet 500 Mod Am

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Stk Pro 125 Mod Pro 250 Stk Pro 250 Mod Pro

NEW JERSEY STATE CHAMPIONSHIP (NJ)
1 Event x 20 Classes: $9,455

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
85 10-11 125 Nov C 125 Schoolboy
125 Nov A 250 Nov A Vet Am 30+
125 Nov B 250 Nov B 25+ Am

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
80 12-13 125 Am Open AM 25+ Exp
80 14-15 250 Am SR 40+ Vet Exp

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Exp 250 Exp 500 Exp

RACE OF CHAMPIONS (NJ)
1 Event x 20 Classes: $9,455

AMATEUR LEVEL B:

1st $100 2nd $75 3rd $60 4th $40 5th $20
80 10-11 125 Nov C 125 Schoolboy
125 Nov A 250 Nov A Vet Am 30+
125 Nov B 250 Nov B 25+ Am

AMATEUR LEVEL A:

1st $200 2nd $125 3rd $100 4th $75 5th $50
80 12-13 125 Am Open AM 25+ Exp
80 14-15 250 Am SR 40+ Vet Exp

PROFESSIONAL:

1st $300 2nd $200 3rd $150 4th $100 5th $50
125 Exp 250 Exp 500 Exp

SRAC MX STATE CHAMPIONSHIP (CO)
1 Event x 20 Classes: $21,550

AMATEUR LEVEL B:

1st $200 2nd $125 3rd $100 4th $50 5th $25
80 Nov 125 Nov Open Nov Vet B 40+ B
80B 250 Nov Vet Nov 40+ Nov Women

AMATEUR LEVEL A:

1st $400 2nd $275 3rd $200 4th $150 5th $75
80 Pro 250B Vet Pro 50+
125B Open B 40+ A

PROFESSIONAL:

1st $1000 2nd $750 3rd $500 4th $400 5th $300
125 Pro 250 Pro Open Pro

SRAC SUPERCROSS STATE CHAMPIONSHIP (CO)
NEW
1 Event x 20 Classes: $21,550

AMATEUR LEVEL B:

1st $200 2nd $125 3rd $100 4th $50 5th $25
80 Nov 125 Nov Open Nov Vet B 40+ B
80B 250 Nov Vet Nov 40+ Nov Women

AMATEUR LEVEL A:

1st $400 2nd $275 3rd $200 4th $150 5th $75
80 Pro 250B Vet Pro 50+
125B Open B 40+ A

PROFESSIONAL:

1st $1000 2nd $750 3rd $500 4th $400 5th $300
125 Pro 250 Pro Open Pro

tificates" valid until the expiration date, applicable toward the purchase of Honda motorcycles, genuine Honda parts, Hondaline® accessories or Pro-Honda™ oils and chemicals at any authorized Honda Dealer nationwide.

- Contingency will be paid in one (1) division per class only—not multiple divisions of the same class.
- All contingencies earned in 1993 must be claimed by January 31, 1994.
- The 1993 Honda Red Riders CR Contingency Program is valid from January 1, 1993 through December 31, 1993.

Now you don't have to be a National Champion to be a winner.

Making Honda's 1993 line of CR™ motocrossers any better is just about impossible. So we've done the next best thing: Expanded our 1993 CR contingency program.

With two new series on the list this year, payouts in additional classes, and more total postings overall, you've got a better chance than ever before of taking home the gold as well as the checkers.

So get with the program, get on a CR, and sign up as a Red Rider in 1993.

And think of our contingency program as a different kind of Frequent Flyer bonus.

HONDA
The Red Riders

Photo taken by Mark Kariya courtesy of *Dirt Rider* magazine.

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MOTOCROSS Arenocross '92

Kyle Lewis won the 125 and 250cc Pro classes on the first night of the three-day event. Pro racing was held Friday and Saturday evenings, with Amateur classes on Sunday.

Lewis, Gaddis superb at Reno

By Joan Tiearney
Photos by J.L. Barba

RENO, NV, NOV. 20-22

Thrilling action and spectacular racing were the theme at the 2nd Annual Arenocross, which played to a packed house on both Friday and Saturday night at the Reno Livestock Event Center. Team Noleen Yamaha's Kyle Lewis and newly-signed Team Peak/Pro Circuit rider Jimmy Gaddis were the stars of the show, with Lewis sweeping both the 125 and 250cc classes on Saturday, and Kawasaki-mounted Gaddis doing the same the following night.

On Trac Events, Robert Hansen and former multi-time Mickey Thompson Ultracross Champion Jim Holley promoted the event, which utilized the usual supercross format of heats, semis, last chance qualifiers and main events. The course was technical and challenging, and included a 65-foot triple jump and a table jump that nearly sent the Pro riders up into the rafters.

The first two nights of Pro class racing were followed up by an amateur event on Sunday, in which local riders got the chance to emmulate their heroes on the same track (though some of the major jumps were shaved down slightly).

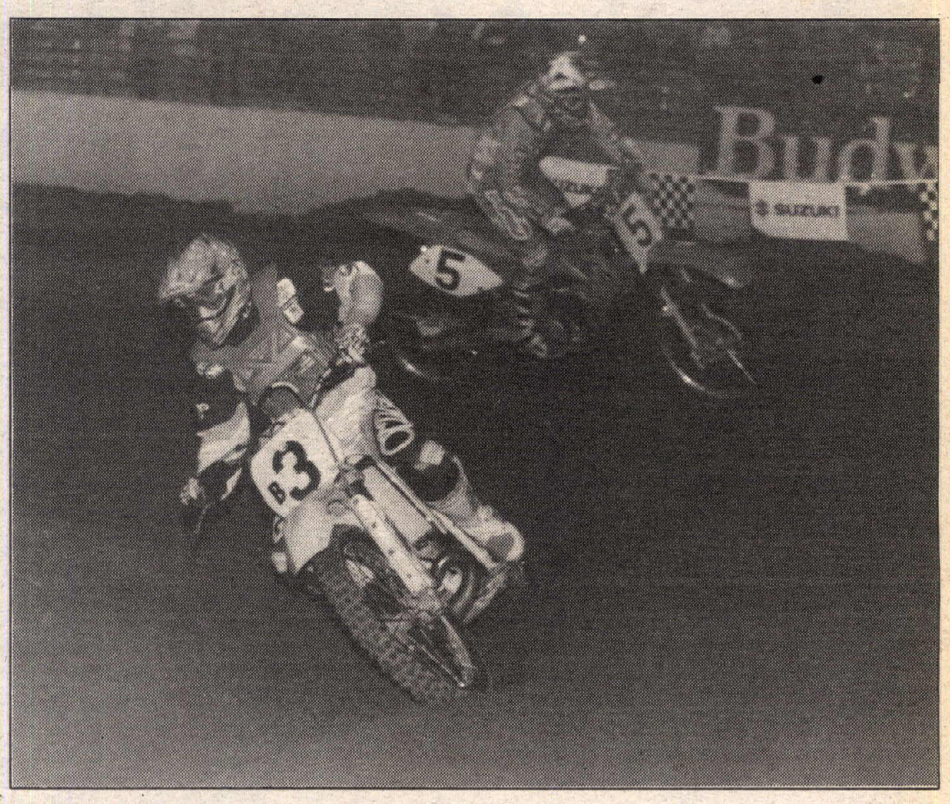
A special jump contest was also held on Sunday night, and the winner was chosen based on crowd response. Yamaha-mounted Brett Hamilton pulled off several impressive clickers in the contest, drawing the loudest applause and earning the win.

A media contest was held, in which local radio and television station representatives displayed their less-than-impressive skills for the crowd.

Mike Young styled to fourth place in the 250cc Pro class on the first night of racing. The finish-line jump had the top riders sailing up near the rafters of the small arena.

Kurt McMillen was consistent, placing no lower than fourth in any of the four races.

Jimmy Gaddis (5) passed Brett Hamilton while on his way to a come-from-behind win in Saturday's 250cc race. Gaddis won the 125cc class on the same night.



A 1992 Yamaha YZ250 was also raffled off, courtesy of Yamaha Motor Corporation and Michael's Reno Yamaha-Suzuki.

Lewis was the early favorite coming into the event, and started things off right by winning his heat race in Friday's 125cc class. In the 15-lap main event, however, a first-turn pileup put both Lewis and Gaddis in last place early on. Gaddis' Team Peak/Pro Circuit cohort, Mike Chamberlain, took advantage of the mishap to grab the lead, while Gaddis and Lewis took off after the pack, putting on a show for the crowd as they picked off riders one at a time. Within a few laps, they had both moved by Chamberlain. The crowd was on its feet as Gaddis and Lewis slugged it out up front, with Lewis gaining the upper hand at the finish. Gaddis and Chamberlain rounded out the top three and Honda-mounted Kurt McMillen and Shawn Morgan placed fourth and fifth, respectively.

In the 250cc main event, Lewis's victory came a little easier. He got a poor start and was in fourth place around turn one, but recovered and moved into the lead by the first jump. McMillen had a great ride going as he chased the leading Lewis in second place. Lewis scored the easy win ahead of McMillen, while Gaddis, who was slowed by lapped traffic, finished a few bike lengths behind in third place. Suzuki rider Mike Young and Pat Gomm filled out the top five positions.

Inspired by the first evening of racing, well over 5000 anxious fans turned out for Saturday night's action. In the 125cc class, the dicing was not nearly as close as it had been on Friday. Gaddis nabbed the holeshot and immediately pulled away to a comfortable lead. Riding smoothly at the head of the pack, Gaddis began styling over the jumps to keep the fans entertained. Lewis charged hard, never more than a few bike lengths behind, but was unable to mount a serious challenge for the lead position. As the laps progressed, the front-runners began to encounter lapped traffic, but Gaddis was able to find his way through for the win. Lewis finished as the runner-up, and Chamberlain placed third. McMillen rode a consistent race for fourth place ahead of Morgan.

The racing heated up a little as Lewis, Chamberlain and Gaddis charged into the first turn in the 250cc race. The riders established a rapid pace early on, skying over the jumps and slamming through the rocker section. Lewis was leading, hoping to capture his third main event win of the weekend.

Lewis slowly began to pull away, and it looked as though he had the win in the bag until he crashed in a sharp left-hander on lap 10. Gaddis quickly capitalized by moving into the lead, towing McMillen by the downed Lewis as well. Lewis remounted and took after the leading duo, catching McMillen on the final circuit. Lewis was able to pass McMillen for second place, but lapped riders hindered his progress, and time ran out before he could get around the leading Gaddis. Gaddis scored his second win of the night.

Sunday brought out 170 amateur riders, ready to try out their skills on the indoor supercross track. Though scaled down, the track still offered a challenge, and several of the professional riders stayed in town to put on an exhibition for the crowd.

In the 50cc class, Robert Harold won the heat race and went on to top the main event as well despite a strong challenge from Joshua Hansen, son of 1982 National Supercross Champion Donnie Hansen. Hansen settled for second place.

After having thrilled the crowd at halftime on Friday night by clearing a huge double on his Kawasaki minicycle, Ryan Morais backed up his performance by winning the 60cc class on Sunday. Randy Norman finished in second place. CN

Results

Friday

125: 1. Kyle Lewis; 2. Jimmy Gaddis; 3. Mike Chamberlain; 4. Kurt McMillen; 5. Shawn Morgan; 6. Pat Bennett; 7. Terry Parsons.

250: 1. Kyle Lewis; 2. Kurt McMillen; 3. Jimmy Gaddis; 4. Mike Young; 5. Pat Gomm; 6. Brett Hamilton; 7. Greg Tierheimer; 8. Jason McCormick; 9. Jerry Fowler; 10. Pat Bennett.

Saturday

125: 1. Jimmy Gaddis; 2. Kyle Lewis; 3. Mike Chamberlain; 4. Kurt McMillen; 5. Shawn Morgan; 6. Terry Fowler; 7. Terry Parsons; 8. Jeff Brownlee; 9. Jason Upshaw; 10. Ryan Huffman; 11. Jason McCormick; 12. Pat Bennett.

250: 1. Jimmy Gaddis; 2. Kyle Lewis; 3. Kurt McMillen; 4. Shawn Morgan; 5. Terry Fowler; 6. Scott McElroy; 7. Josh Boyken; 8. Brett Hamilton; 9. Greg Tierheimer; 10. Aaron Martin.

Sunday

P/W: 1. Robert Harold; 2. Joshua Hansen; 3. Dallas Stewart; 4. Vincent Guisande; 5. Wesley Patterson.

60: 1. Ryan Morais; 2. Randy Norman; 3. Josh Carter; 4. Robert Harold; 5. Dallas Stewart.

80 BEG: 1. Randy Norman; 2. Justin Morton; 3. Cody Bruese; 4. Steve Marty; 5. James Strauser.

80 JR: 1. Jason Turner; 2. Neil Wright; 3. Robert Blake; 4. Nathan Tiearney; 5. Justin Scullen.

125 BEG: 1. Zack Schwatka; 2. Cory Morais; 3. Damon Letcher; 4. Mike Fisher; 5. Mike Oberle.

125 JR: 1. Dan Cordle Jr.; 2. Jonny Bruhn; 3. Danny Rutherford; 4. Jess Oimental; 5. Brad Ballard.

125 INT: 1. Justin Tiearney; 2. Tim O'Brien; 3. Rich Thorwaldson; 4. Jason Garcia; 5. Wyatt Whitten.

250 BEG: 1. John Orr; 2. Juliam McDonald; 3. Ryan Borden; 4. Kevin Mitchell; 5. Robert Fairchild.

250 JR: 1. Casey Musick; 2. John Old; 3. Greg DeYoung; 4. J.T. Sumner; 5. Jim Ferguson.

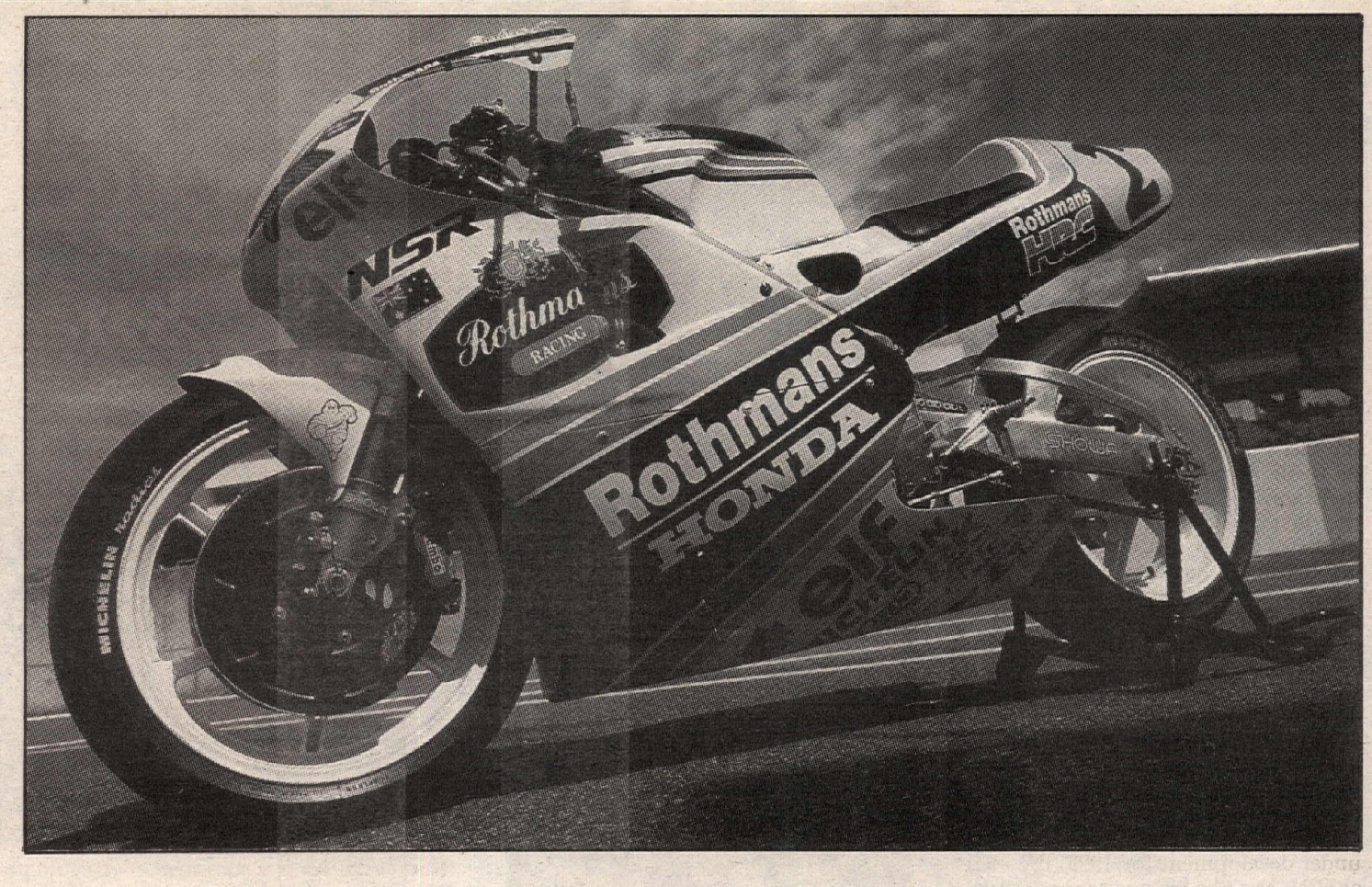
250 INT: 1. Joey Schultz; 2. Jason Stippich; 3. Kevin Cordua; 4. Eric Silsby.

VET JR: 1. John Old; 2. Mike Oberle; 3. Mike Hagen; 4. Scott Pearson; 5. Scott Schnable.

VET INT: 1. Mark Dufourney.

VET PRO: 1. Tony Coca; 2. Marty Pisano; 3. Eric Schacht; 4. Dave White.

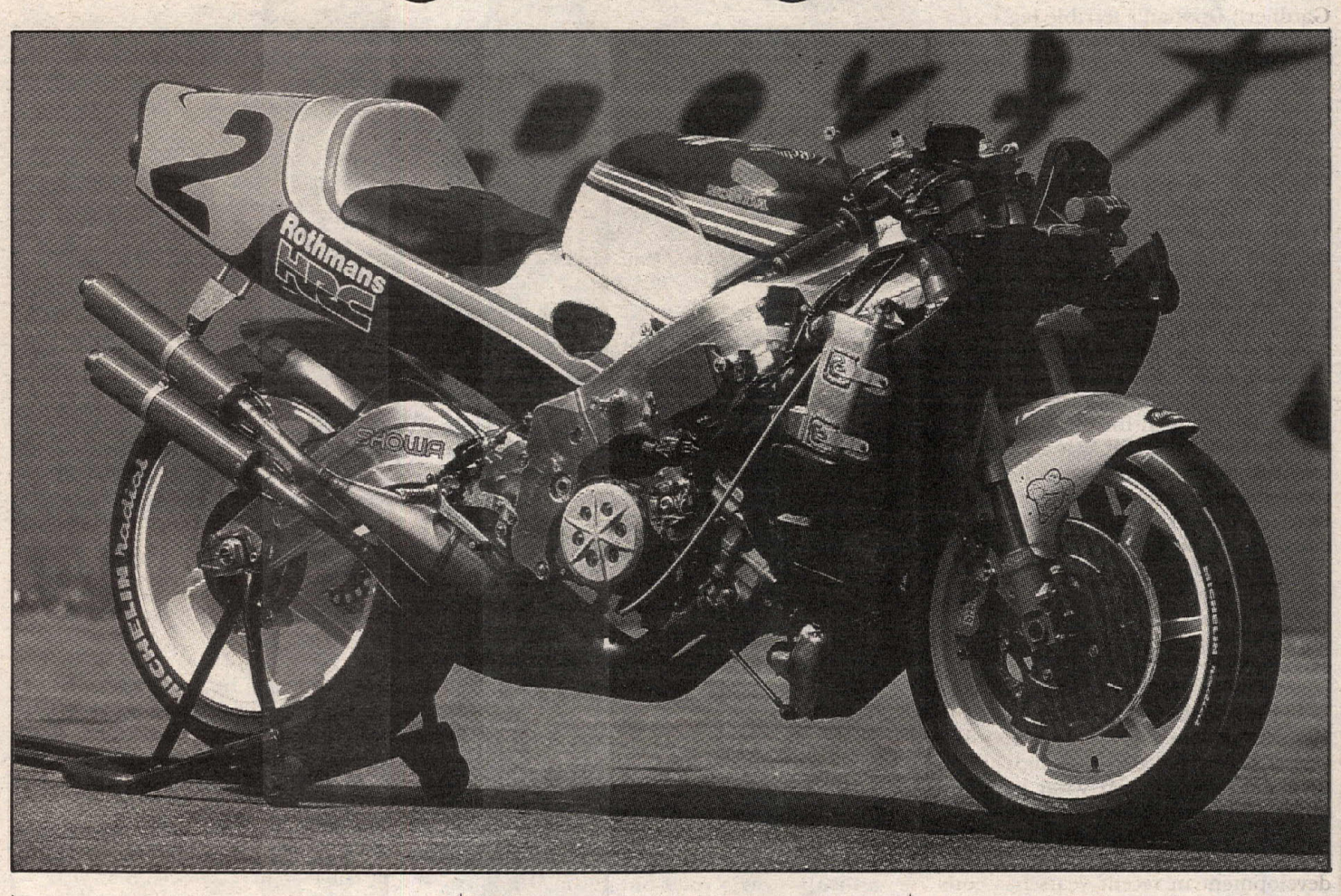
By Alan Cathcart
Photos by Patrick Gosling



It was the Sound of Suzuka that went straight to the top of the 1992 World Championship charts, and stayed there till cruel fate intervened, by targeting the one weak link in the whole arrangement — man, not machine. Not a hit single, but a fab four, the bike that ushered in a new era of two-stroke racing technology to the 500cc class: the latest, greatest version of Honda's biggest and best — the NSR500 single-crankshaft V-4.

For race engineers in rival teams, hearing the dramatically different sound of the NSR500 when untimed practice for the Japanese Grand Prix back in March began must have represented as much of a milestone in modern GP road racing as Elvis Presley or the Beatles meant to pop music when their early recordings first hit the airwaves. New, fresh-sounding, and so very, very different. But instead of having to wait for record sales to confirm whether new also meant better, the GP world had the answer right there on their trackside stop-watches: better, because faster, and so evidently easier for Honda's Aussie aces Mick Doohan and Wayne Gardner to ride in Suzuka's torrential downpour.

Doohan's Big Bang Honda



Instead of the raw-edged shriek of a factory 500 four aiming for the redline, the new NSR sounded like a deeper, gruffer version of its 250cc V-twin kid brother, but with the same, unhurried, lazy-sounding lilt of a four-stroke V-twin Ducati. Very different.

What Honda had apparently done was to alter the firing intervals on their 112-degree V-4 single-crankshaft crankcase reed-valve engine, to compress the individual firing strokes into a much narrower range — less than 90 degrees, for sure, judging by the way the new engine sounded more like a super single than a frantic four. Having all four cylinders firing more closely together gives improved traction, thanks to the uneven power delivery — a fact appreciated by Ducati and Harley-Davidson owners for many years. Indeed, Harley's dirt track dominance in U.S. oval racing with their 45-degree V-twins is commonly held to owe much to this characteristic, enabling the rear wheel to hook up better on a slippery surface. Honda obviously thought so, too — which is why some years ago they rephased the firing order of *their* 750cc V-twin dirt sled to ape the Harley's good traction out of turns! Now, more than a decade later, Honda has applied the same dirt track philosophy to as different a bike as you could imagine: the NSR500.

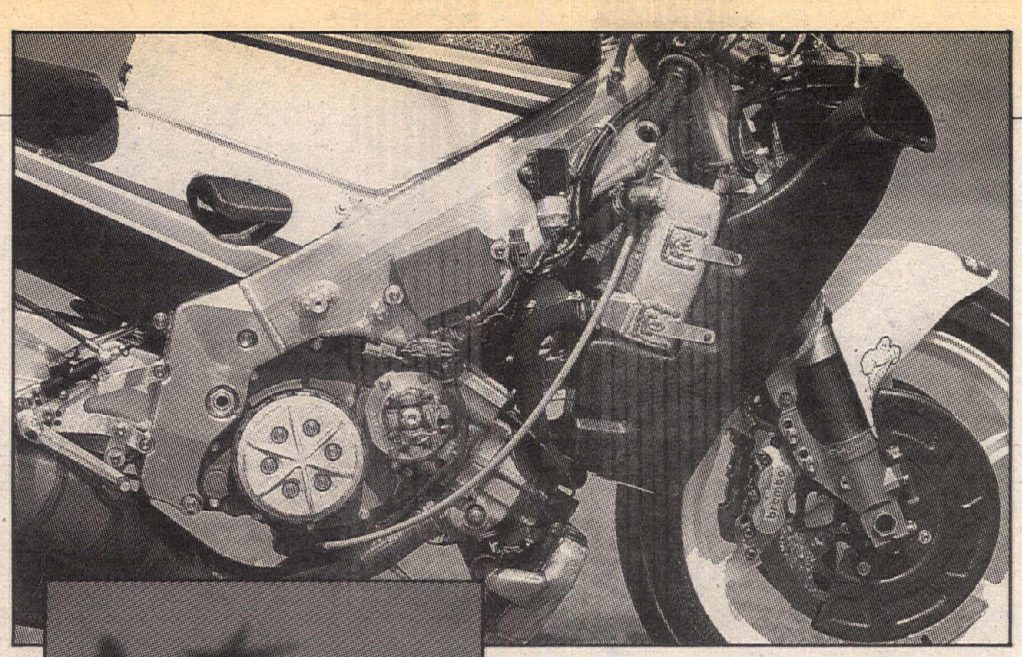
Other manufacturers realized at once what Honda had done, and Cagiva probably wasn't the only one to lay hands on an oscilloscope which apparently told them that the "Big Bang" NSR500 motor has all its cylinders firing together within a 66-degree crankshaft rotation. It wasn't even the first time this had been tried on a GP two-stroke — Suzuki engineers had tried the same thing some years ago with the square-four RG500, without any horsepower improvement, at the cost of substantially increased vibration. But Honda, by adding a balance shaft to their single-crank motor, and beefing up the crankcase design (which was still being improved after the start of the season) had cleverly found the key to the secret treasure that has eluded two-stroke race engineers for many decades: how to make a bike that is mega-powerful (Honda claims "over 175 bhp" at 12,5000 rpm for the Big Bang NSR500) put that power down on the track out of turns. On a par with Suzuki's application of rotary-valve engine technology to four-cylinder 500cc bikes with the first RG500 back in 1974, and Honda's own introduction of the crankcase reed-valve era in 1982 with their NS500 triple, the arrival of the "Big Bang" engine format on the 1992 NSR500 is one of the most significant steps ever made in the evolution of the two-stroke racing motorcycle. Future development for all manufacturers during the rest of this century will be based on Honda's initiative in this respect.

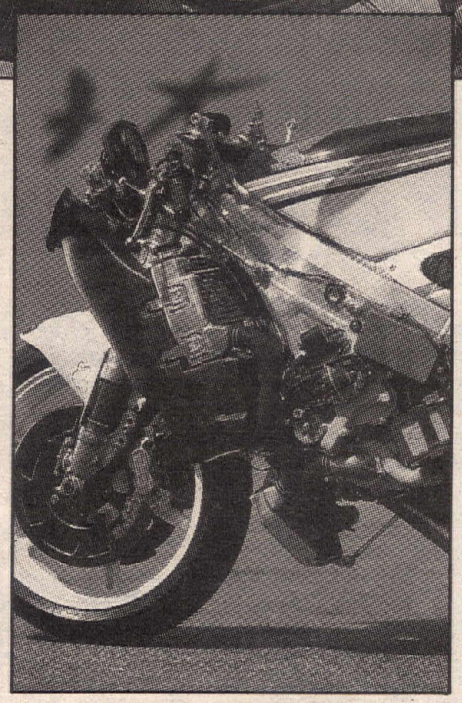
Starting as of the Monday after Suzuka, in fact — for while Honda and Doohan continued to reap their just reward for such original thought by winning the first four 500cc GP races

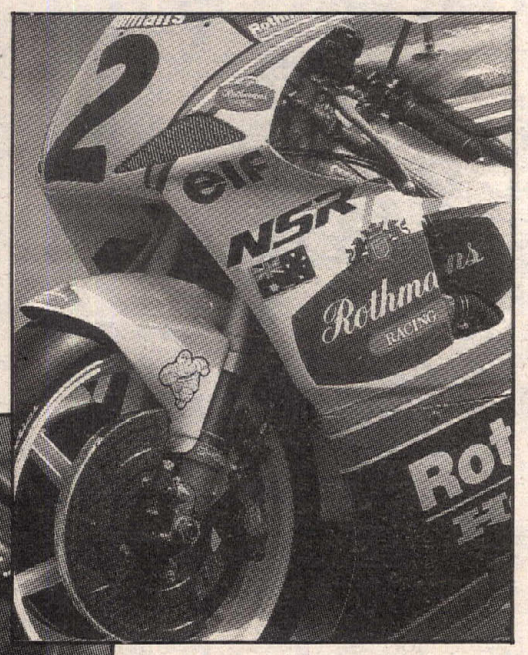
of the 1992 season, their rivals in Italy and Japan worked feverishly to emulate Honda's achievement by adapting the Big Bang theory to their own engine designs. That's when the biggest home truth of all — and the most ironic — became apparent: for years Honda's quirky insistence on sticking to a single-crank "true" V-4 design, rather than a twin-crank motor like their competitors, has drawn persistent criticism from some of their riders and lots of outsiders. The extra bulk and increased gyroscopic effect of the single crankshaft were supposedly major drawbacks to a design whose main advantage was held to be simply the fact that it was different from all its rivals. True, Honda likes to do it their way — but now they can have the last laugh on all those who predicted it was just a matter of time before they'd have to build a twin-crank V-4 like everyone else, or suggested they already had one under development. For though Suzuki, Cagiva and finally Yamaha all tasted success with their revamped 'Big Bang' designs, it was at the cost of a degree of mechanical fragility that the Honda has never experienced. If, as is reported, Yamaha really has decided to do it Honda's way, and have their own single-crank V-4 Big Bang motor under development for 1993, the men at HRC can't be blamed for an inward smile of self-satisfaction. A new page in 500cc two-stroke development has been turned — and it's embossed with the letters HRC, just as the 1992 500cc World Manufacturers title is, too. But this is poor reward for Honda losing the most coveted crown of all — the riders title — in spite of winning seven out of the 13 races counting for the 1992 World Championship (five with Doohan, one each for Criville and Gardner); Doohan's terrible leg injuries suffered in a practice crash at Assen put paid to that — cruel and unusual punishment of a kind that only serves to emphasize how great a role the human factor still plays in GP motorcycle racing, in contrast to the Formula One car world it now seeks to emulate in the Ecclestone Era. Doohan and Honda were every bit as dominant in the first half of the bike season as Mansell and Williams-Renault were on four wheels — till the Human Factor intervened. No pain, no gain — but too much of one leads to less than you merit of the other!

The chance to sample the Big Bang theory in practical form from the hot seat of Doohan's NSR was something to look forward to, so when the summons to Suzuka came in mid-October, I was knocking at the circuit door while the fax line was still hot! And unlike lots of bikes which promise only to deceive, the 1992 NSR500 should-have-been-a-champion not only lived right up to expectations, it exceeded them. Here's how — and why.

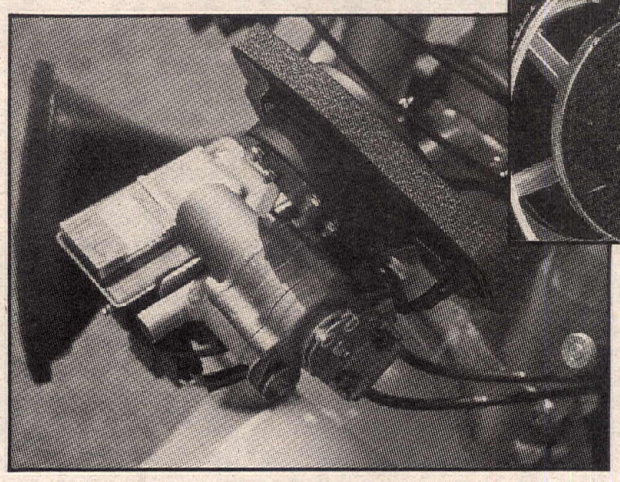
The big problem about riding works 500 Hondas in the eight successive years I've been fortunate enough to test them has always been what happens when you crack the throttle open as soon as you think it's halfway safe to do so exiting a turn. True, HRC's development in recent years has concentrated on widening the spread of power and smoothing the transition into the strong power band via a combination of the flap-type 'RC-valve' power valve (latterly controlled by a micro-computer fed by sensors which monitor the tacho needle position and carb slide height), the ignition curve (also in recent years capable of wide alteration by pre-programmed EPROM chip), and exhaust pipe design. The porting on the five transfer/two exhaust port cylinders is also a factor too, of course, in that periodic modifications have helped raise the power output from the 145 bhp delivered by Freddie Spencer's title-winning NSR500 in 1985, to "over 170 bhp" on Doohan's 1991 bike. But though outright power is obviously vital in terms of blitzing the opposition in a straight line, even Honda — who has traditionally placed more emphasis on this than the other manufacturers in 500cc GP racing — have lately been much more interested in improving engine usability. Hence the adoption two years ago of the 'double strike' (aka 'two-up') engine configuration, with each pair of pistons rising and falling together in a 180-degree layout, rather than firing individually at 90 degrees to each other as before.







(Above) The 112-degree V-four produces a claimed 175 horsepower at 12,500 rpm. (Left) The engine sits in an extruded aluminum twin-spar frame which features fabricated swingarm and steering head pivots.



(Above) The Honda uses 290mm Brembo carbon discs with four-piston calipers. (Left) What is it? Cathcart has no idea, and we have no idea.

But, however tractable and easy to ride the NSR500 was low down, the moment of truth inevitably came when you hit the supersport band at around 9500 rpm and the engine caught first big time, sending the tacho needle scudding round the dial to the accompaniment of a muffled shriek from the engine. It was a *big* thrill — unless you happened to be riding the bike on a damp track, when it was mind-bogglingly difficult to master. And in the dry — well, even at the comparatively gentle speeds someone like me would ride the bike at, you had to accept that the back wheel had a mind of its own coming out of a turn, and treat the throttle with *extreme* care. Sure, it was easy to light up the back wheel — only don't get burned doing so! Throttle control was so all-important: not enough, and you lose — but too much, and you crash.

You don't even need a full lap of Suzuka to appreciate what a major advance the Big Bang NSR500 represents in user-friendliness — not only for a part-timer like me, but on a different level, for Mick and Wayne and Alex, too, the traction out of turns is literally unbelievable to anyone who ever rode a works V-4 before — yet you have to pinch yourself mentally to appreciate how potent the bike is you're riding. It doesn't feel so awesomely powerful as it certainly is, because the lazy beat to the engine, coupled with the uncanny lack of vibration thanks to the secondary shaft driving the ignition and waterpump, which acts as a counterbalancer, completely disguises its true nature. A Big Bang motor is actually smoother to ride than the previous Double Strike version — more like the old evenly-spaced firing order engines. Like its predecessor, the '92 NSR pulls from way down low — 7000 rpm at the expletive-deleted Suzuka chicane, with a practically linear power curve up to and well beyond the 12,500 rpm peak power mark. Not only is the NSR500 motor so tractable low down, it has a massive amount of overrev before the power starts to drop off about 13,500 rpm upwards, making it easy to hold a gear like between the Dunlop Curve and Degner One, to save two unnecessary gear changes. Yet climbing the hill behind the paddock, winding from side to side through left- and right-hand turns in third gear at four-figure revs, confirms how responsive and tractable the engine is low down.

However, it's not till you get somewhere like Degner Two or the exit from the Spoon Curve that you realize just what an advance the new NSR represents. Instead of feeding in the power nervously on the old bike, and hoping to catch the inevitable slide okay when it comes, after a handful of laps on the Big Bang bike, you can actually start to kid yourself you could keep up with Mick Doohan — well, we can all dream . . . The bike will accept more throttle much earlier, because assuming the Big Bang firing space is 66 degrees as Cagiva says (another team says 72 degrees: maybe they need to retune their oscilloscope?!), that leaves 294 degrees of crankshaft rotation when the engine isn't doing anything. this precious breathing space gives the rear tire a chance to find some much-needed grip — before the next Big Bang sends it scrabbling momentarily again as up to "over 175 bhp" is fed through it all of a sudden. But then it can recover once more over the next 294-degree power shut-down — and so on.

This new approach to GP-winning power delivery allows you to use handfuls of throttle far earlier and harder coming out of a turn without unhooking the back wheel, where before even part throttle incautiously applied would make you think up new grammar in body English to correct the resulting slide. That, and closing the throttle in sheer panic, which of course is not the Doohan way: on the old bike, he lived with the slides but turned them into his trademark "darkies," the long black calling-cards on the tarmac to say 'Mick woz here' via the rear tire. Now, you can use full throttle much sooner in the corner, without the rear wheel losing grip. At the same time, this gives the rear tire a much easier time and, I should imagine, allows you to use a softer compound in race trim than would have been necessary in Darkie Mode.

Because the engine's power delivery is so much easier to cope with, the whole bike is less tiring to ride — a crucial factor in a long and arduous 500cc Grand Prix. You don't have to expend precious energy physically willing it back into line, only concentrate instead on making the most of the opportunities the new engine layout offers you. In my case, that meant lapping Suzuka three seconds faster than I'd ever done before on any bike, entirely thanks to the confidence the NSR500 now inspires, mixed with respect — and only a dash of fear! Part of this sustantial improvement also goes for the chassis, which I originally thought had been quite drastically improved over previous versions, that tended to understeer under power and be hard to lay into turns. Imagine my confusion therefore, when HRC staff insisted there were no major changes between the 1991 and 1992 chassis designs! Yet the newer bike is unquestionably better steering and more

TEST Honda NSR500

nimble in slow turns, like the series of slow corners climbing the hill behind the pits; it seems to hold a tighter line better, without washing out the front end at the apex, especially when you start to feed the power on. It also turns into the corner better. I have no idea if this is due to the new engine configuration, unless perhaps the 294 degrees of engine 'down time' allows the bike to turn better because the back wheel isn't trying to drive it straight ahead under more constant power delivery pulses, but one thing's for sure: this is definitely the best handling 500 Honda out of the eight I've ridden to date.

It also stops as well as any, in spite of the extra 33 lbs. it carries compared to the 1990 version which was the last NSR500 I rode in the dry: last season's minimum weight increase for the 500cc class posed brake manufacturers some big problems, which in Honda's case they resolved by switching to 290mm Brembo carbon/carbon front brakes on Doohan's bike. These give the usual phenomenal stopping power you expect from the black brakes, but with other notable factors as well. For a start, the brakes stay warm enough under those carbon fiber shrouds to give maximum braking instantly even at the end of the two long Suzuka straights. Secondly, unlike AP carbon brakes (from whom Brembo sources their materials) the Honda's black brakes didn't gradually servo themselves into max stop mode after the initial squeeze: they worked hard from the very first, and for someone who's become used to using the brakes pretty hard after a couple of seasons racing a Bimota Tesi, I have to say the Honda brakes brilliantly. But also important is the fact that there's more senstivity than I expected without the steel/carbon 'Gardner cocktail' (one of each kind of disc); running too hard into one of those slow uphill turns and needing to cram off a little speed could be easily be done by just a light finger's pressure on the lever — again, something I've not experienced before with black brakes. Brembo have obviously done a lot of development in this vital area, which moreover is surely a further factor in the NSR's lighter, more precise steering — thanks to the reduced gyroscopic effect of the black brakes. I've been told how this is supposed to make a difference, but never experienced it for myself — until now.

However, I have to say another factor in the NSR's good braking performance — and at the speeds this bike is capable of, you need to be supersure of stopping safely! — is the surprising amount of engine braking there is on offer, more than I can remember from any two-stroke, even a Rotax tandem-twin, which of course had both pistons rising and falling together. On the NSR, with four pistons doing the same almost in unison, plus a very high compression ratio that HRC staff was unwilling to reveal, you can feel the engine braking effect especially slowing down for the chicane, and again into the hairpin, where I found myself going in deeper and harder than ever before. I also found that going faster round turns was easier without using a lot of angle, because since the bike is easier to fire up out of a corner thanks to the more friendly power delivery, you can get it upright earlier and switch the power on harder and sooner. Then, hold on tight — *Very* tight!

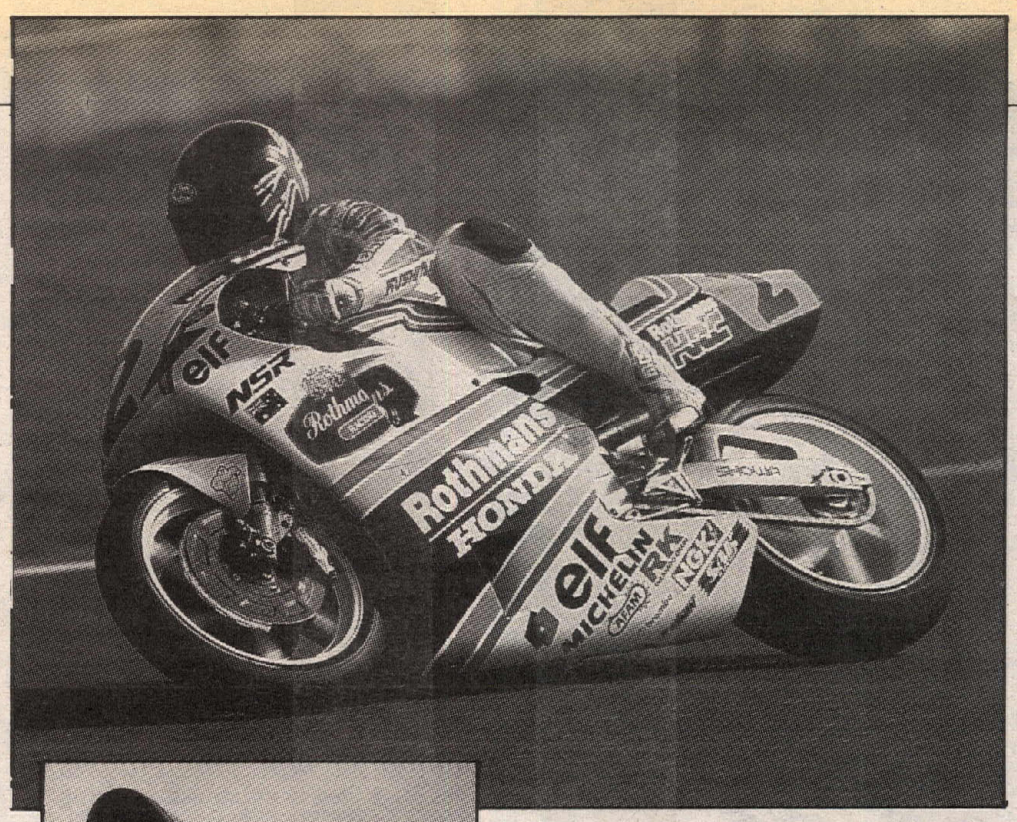
The Doohan bike I was riding (and Criville's similar machine) had the engine located higher in the chassis than on Gardner's special version, where the engine is lower to make the bike more controllable under his more, er, violent riding style. But with the higher engine there's more weight transference under braking and accelerating, which I'd have thought would improve front end grip into turns, and traction out of them. Maybe Wayne just likes to have both ends wobbling around — simultaneously! But the Doohan bike also has a very rational riding position, with just the right amount of body weight on your arms, and lots of room to move about in the seat, in spite of the fact that the bike feels relatively compact for a 500 V-4. And of course, all the controls are as light and finely tuned as you expect from a Honda works racer, reflecting the thousands of man-hours that go into to hand-crafting each of these million-dollar machines. The four 36mm dual-body Keihins nestling behind the massive carbon fiber ducts have a precise, light throttle action worthy of the fuel injector butterflies that will surely replace them soon — Honda admits to having EFI already under development on the 500 as well as the 250 which has already raced with it. The three-position handlebar switch used in the early part of the season made some suspect EFI was already fitted, but HRC staff claims this was simply to experiment with a choice of three different advance curves for the ignition — something Ducati already tried two seasons ago on their (fuel-injected!) 8-valve desmos. EFI is coming to the GP world soon, for sure: only not just yet . . .

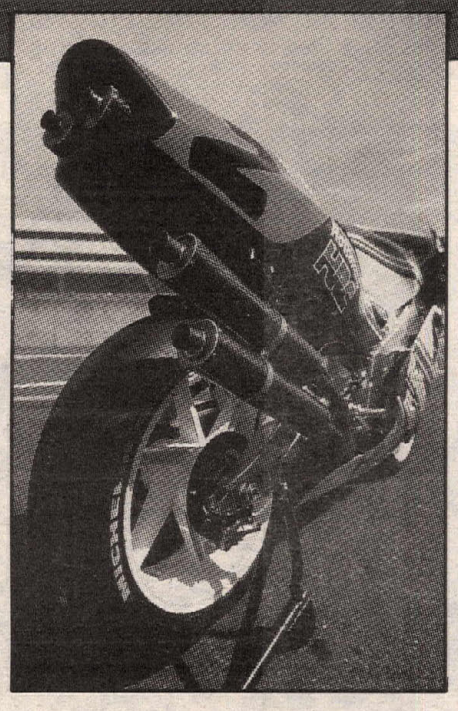
One avant-garde feature that did appear this season in GP racing was semi-active suspension, courtesy of both Ohlins (Roberts Yamaha) and White Power (Aprilia). Honda's suspension suppliers Showa almost certainly have such a system under development themselves, but so far it hasn't appeared on the NSR500 in public, probably for pragmatic reasons. I couldn't fault the NSR's suspension setup in turns or over bumps — it handled the notorious Suzuka Shakes on the fast right-hander past the pits perfectly, just shaking its head a little when I hit the bump under full power, cranked over. As a sign of how far Honda's overall handling package has come in just three years since the last time they won the 500cc title, courtesy of Eddie Lawson and a bike that needed to be run on a maximum steering damper setting to stop itself twisting into knots, Doohan's bike uses very little steering damper, in turn making it lighter-steering as well as easier to get through that godawful chicane.

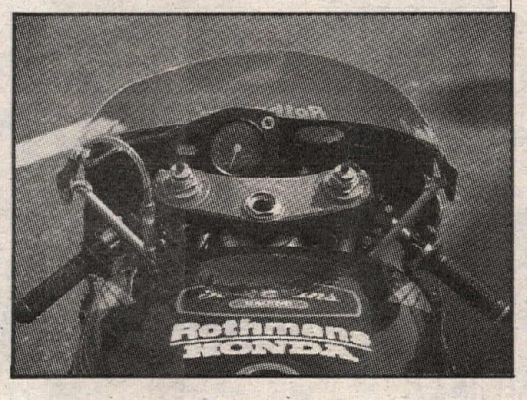
Honda basically ran the same chassis setup all season, with only some aerodynamic updates as the season progressed. The basic engine was updated twice, though, once at Hockenheim for more top end speed (in spite of which it was .62 mph slower than the 1991 bike — but at 190 mph, who's counting?), and again at Kyalami where a special version was concocted to concentrate more power in the top rpm range, so as to save Doohan having to change gear so often after his leg injuries. Interesting to note the reason he gave for not being able to keep on the pace in that race, after such a brilliant qualifying time: he couldn't use the rear brake. Looking at the HRC-made rear disc on his bike, I saw to my surprise it was a ventilated steel rotor, proof of how hard he must use it if it needs extra cooling in that way.

HRC boss Yoichi Oguma has gone on record as saying that winning the 500cc World Championship is Honda's major goal in two-wheeled competition, followed by the Suzuka 8-Hours and the 250cc World Championship. Two out of three in '91 and again in '92 ain't bad — but it was the big one that eluded them both times, and again in 1990. After failing to recapture the 500cc crown last season (and this breaking a decade-long tradition of alternating it with their bitter Yamaha rivals), Oguma says Honda decided drastic action was necessary, so instead of confining the task of coming up with a new design for the 500cc class to the NSR500 project engineers, they threw it open to everyone working at HRC. Seven designs were deemed worthy of further consideration, of which two were promising enough to translate into metal. The Big Bang engine was the one that was selected — but Oguma says that the other design might still make an appearance in the future. If it does, Honda must hope that it represents as dramatic an improvement in translating the power their engines have traditionally delivered to the road as the Big Bang NSR500 undoubtedly represents. By building a better Ducati (or Harley), Honda took GP technology into a new age in 1992: too bad they didn't get the reward they deserved. CN

While Cycle News *believes the foregoing test reliable, it is the opinion of the reviewer only and should not be relied upon in determining the performance or safety of the vehicle. The reader should make his or her own investigation.*







(Above) Alan Cathcart puts Michael Doohan's Honda NSR500 though its paces. (Left) The four exhaust pipes stared at the competition throughout most of the 1992 season. (Below) Doohan's cockpit.

Specifications

Honda NSR500

Engine type ..... Water-cooled, 112-degree V-4, crankcase reed-valve, two-stroke with computerized electronic power valve
Dimensions ..... 54 x 54.6mm
Capacity 499cc
Output ..... Over 175 bhp at 12,500 rpm (at crankshaft)
Carburetion ..... 4 x dual-body 36mm Keihin with electronic power valve sensor
Ignition ..... Pre-programmable computerized electronic CDI
Gearbox ..... 6-speed extractable
Clutch ..... Multiplate dry
Chassis ..... Extruded aluminium twin-spar frame with fabricated swingarm and steering head pivots
Front suspension ..... 43mm Showa inverted telescopic forks with carbon fiber sliders
Rear suspension ..... Fabricated aluminium swingarm with Pro-Link rising rate linkage and Showa shock with titanium spring
Head angle ..... 22.5°
Trail 95mm
Wheelbase 1405mm
Weight ..... 288 lb.
Weight distribution 55/45%
Front brakes .... 2 x 290mm Brembo carbon discs with four-piston Brembo calipers
Rear brakes ..... 1 x 196mm HRC ventilated steel disc with two-piston HRC caliper
Front wheel/tire ..... 12/60-17 Michelin radial on 3.50" HRC wheel
Rear wheel/tire ..... 18/67-17 Michelin radial on 6.00" HRC wheel
Top speed ..... 190 mph (Hockenheim)

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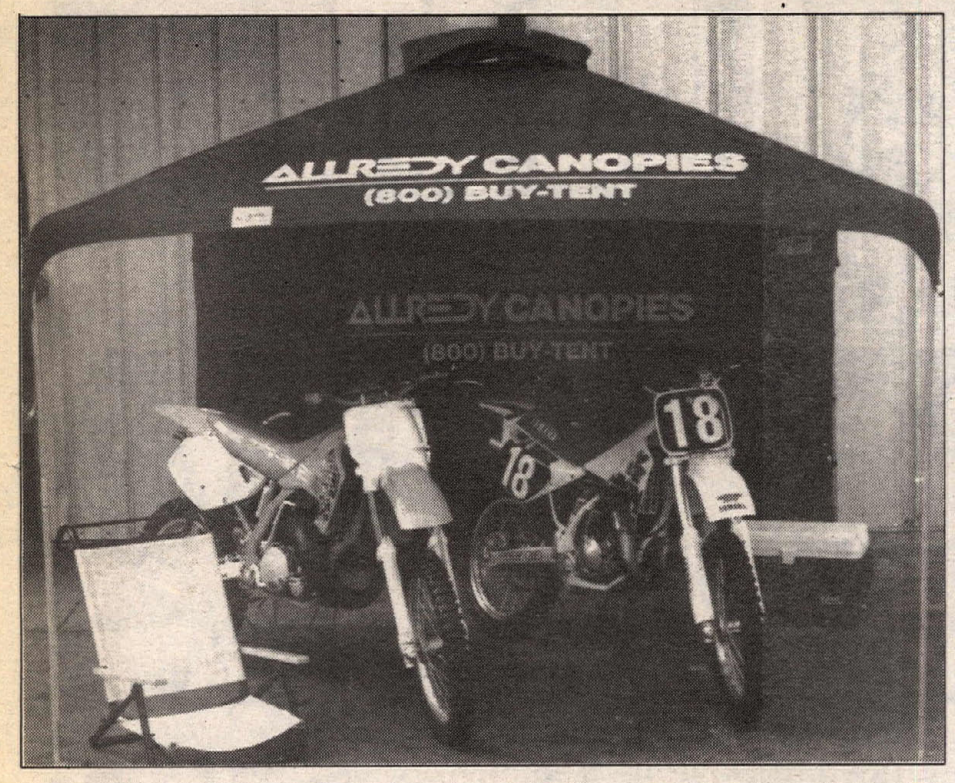
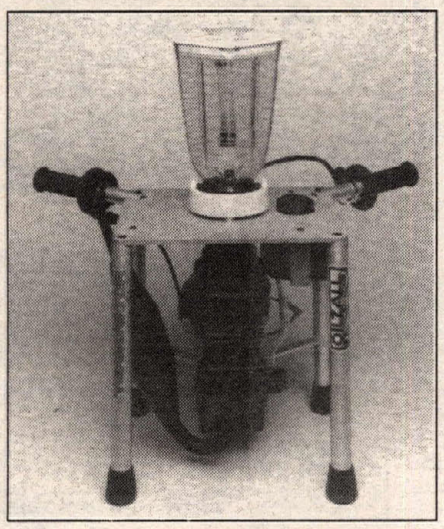
CHRISTMAS GIFT GUIDE

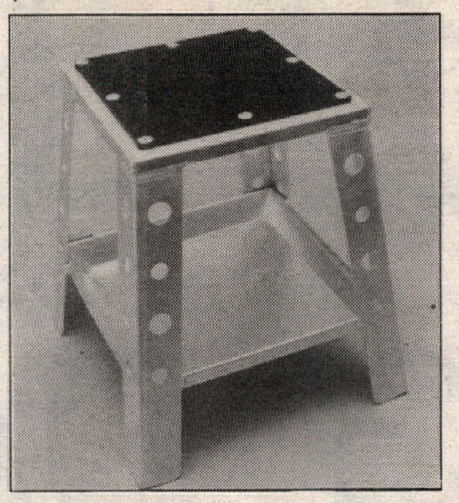


The Already Canopy is a 10'x10' canopy that is claimed to set up in seconds by one person, and weighs under 20 pounds. The canopy also features a high-strength aluminum frame with telescopic legs for adjustable height and a special footpad system for stability in windy conditions. The top is claimed to be water repellent and features a wind vent on top to allow air to escape in wind gusts. The canopy kit comes in red or blue and includes eight stakes and a bag, four Velcro weight anchor bags and a deluxe carry bag for $345. For more information contact Already Canopies, Dept. CN, P.O. Box 1536, Newport Beach, CA 92659, 800/289-8368.

The Firstgear Tetra Rainsuit features bright luminescent colors and specially-designed easy-on, easy-off mesh net slip lining. Full-length triple fold loop and hook fastener windflaps and quad-sealed seams are claimed to ensure dry rides, while three waterproof cargo pockets and Scotchlite Neon Tetra Diamond Graphics keep the rider seen and safe. The Tetra Rainsuit is available only in a blue and orange color combination and costs under $100. For more information contact Intersport Fashions West, Dept. CN, 333. S. Anita Dr., Suite 1025, Orange, CA 92668, 714/978-7718.

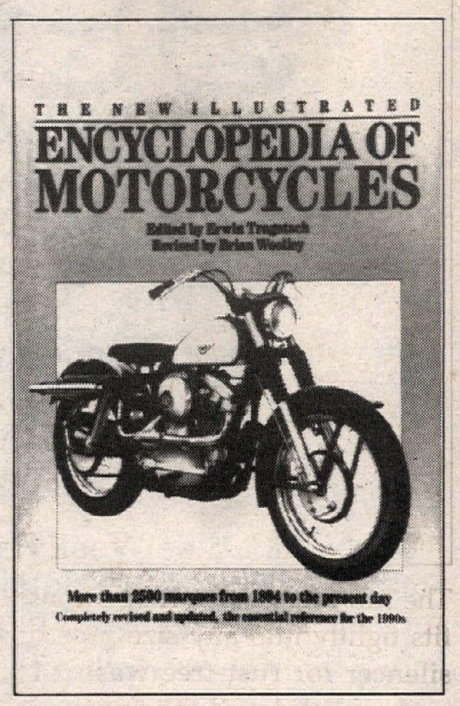


The A&A Racing Ultimate Party Machine is a racing blender that incorporates a two-stroke motor. The blender may be equipped with either dirt track or road race-style handlebars, with a twist-grip throttle and handmade exhaust pipe. The blender allows you to whip up margaritas with the flick of your wrist. The blender costs $500, and two to three weeks should be allowed for delivery due to extensive bench testing. For more information contact A&A Racing Service, Dept. CN, 119 Independence Dr., Menlo Park, CA 94025, 415/329-1236.



MMF Racing's Moto Stand features a molded 1/4" rubber pad glued and riveted to the top, and a deep dish grooveless tray that doesn't catch on loose nuts and bolts. The stand is designed with 1/8" angled aluminum legs for strength and durability, and costs $54.95. For more information contact MMF Racing, Dept. CN, 11783 Slauson Blvd., #B, Santa Fe Springs, CA 90670, 310/693-9096.

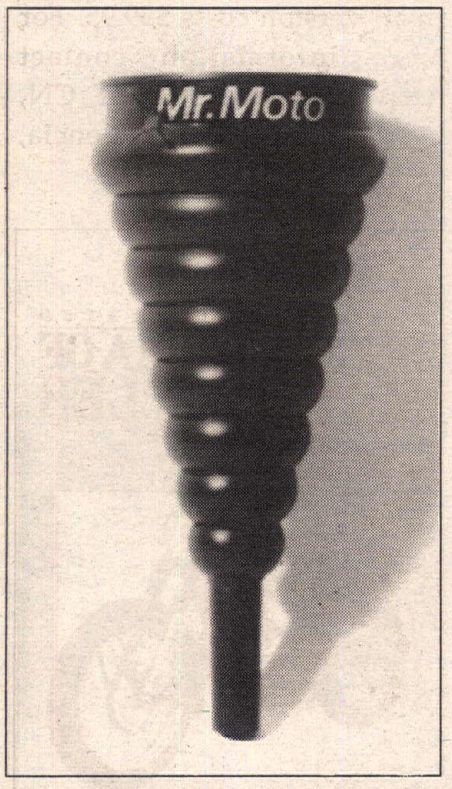
The Answer Racing Dirt Bag features an extra-large main compartment with two end compartments to store boots or dirty clothing. Plastic bottom inserts help the bag to keep its shape, while a shoulder strap, goggle and side compartments and bold silk-screened designs round out the package. The Dirt Bag is available in two sizes, and a large bag costs $79.95 while a small version costs $59.95. For more information contact Answer Products, Dept. CN, 27460 Avenue Scott, Valencia, CA 91355, 805/257-4411.



The New Illustrated Encyclopedia of Motorcycles covers over 2500 manufacturers from over 30 nations, extending from 1894 to the 1990s. It contains a comprehensive A to Z directory covering motorcycles ranging from German Abaco to the English Zephyr. There is also detailed coverage of the early American makes, the British classics, the Spanish and German contributions, and the marques and makers of today. The 320-

Sinisalo's SCD Elbow Pads feature a BioFoam base covered with a comfortable Lycra fabric. Elastic arm bands are claimed to offer a secure, comfortable fit, and the pads come in electric blue or neon red colors. Each pair costs $33.95 and are available from Sinisalo Pacific, Dept. CN, 27811 Avenue Hopkins, Suite 10, Valencia, CA 91355, 800/426-0213.

page, hardbound book costs $24.95. For more information contact the Whitehorse Press, Dept. CN, 154 Brookline St., Boston, MA 02118, 800/531-1133.



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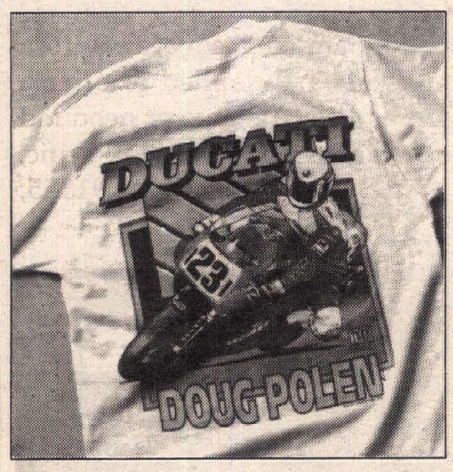

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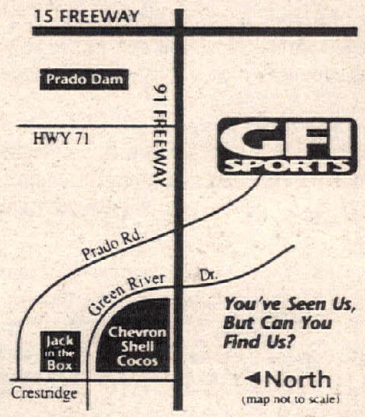

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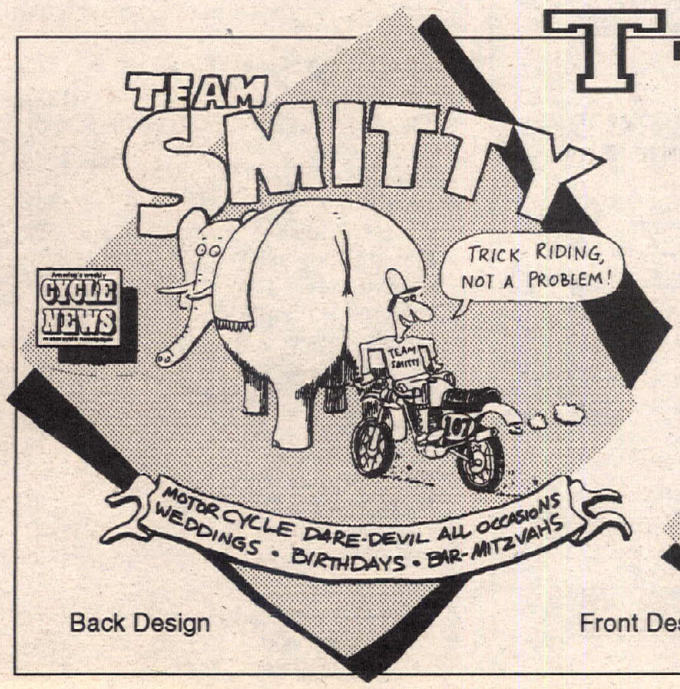

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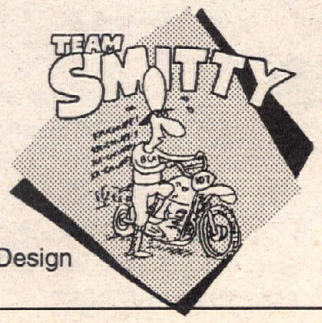

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World Championship 500cc Road Race Series (Final)

1. Wayne Rainey	(140/3 wins).
2. Michael Doohan	(136/5 wins)
3. John Kocinski	(102/1 win)
4. Kevin Schwantz	(99/1 win)
5. Doug Chandler	(94)
6. Wayne Gardner	(78/1 win)
7. Juan Garriga	(61)
8. Alex Criville	(59/1 win)
9. Eddie Lawson	(56/1 win)
10. Randy Mamola	(45)

World Championship 250cc Road Race Series (Final)

1. Luca Cadalora	(203/7 wins)
2. Loris Reggiani	(159/2 wins)
3. P.F. Chili	(119/3 wins)
4. Helmut Bradl	(89)
5. Massamiliano Biaggi	(78/1 win)
6. Alberto Puig	(71)
7. Jochen Schmid	(58)
8. Carlos Cardus	(48)
9. Masahiro Shimizu	(46)
10. Doriano Romboni	(43)

World Championship Superbike Series (Final)

1. Doug Polen	(371)
2. Raymond Roche	(336)
3. Rob Phillis	(289)
4. Giancarlo Falappa	(279
5. Fabrizio Pirovano	(278)
6. Aaron Slight	(249)
7. Stephane Mertens	(182)
8. Daniel Amatriain	(156)
9. Carl Fogarty	(134)
10. Piergiorgio Bontempi	(125)

AMA National Championship Superbike Series (Final)

1. Scott Russell	(122/3 wins)
2. Thomas Stevens	(102)
3. Doug Polen	(100/3 wins)
4. Jamie James	(98/2 wins)
5. Pascal Picotte	(89)
6. Tom Kipp	(78)
7. Freddie Spencer	(74/1 win)
8. Dale Quarterley	(69)
9. Mike Smith	(60)
10. Larry Schwarzbach	(45)

AMA National Championship 250cc Grand Prix Series (Final)

1. Colin Edwards II	(138/5 wins)
2. Chris D'Aluisio	(103/1 win)
3. Jim Filice	(101/2 wins)
4. Kenny Roberts Jr.	(98)
5. Rick Kirk	(91/1 win)
6. Robbie Petersen	(86)
7. Danny Walker	(70)
8. Bruce Baldus	(64)
9. Doug Carmichael	(43)
10. Rich Oliver	(35)

WERA F-USA Series (Final)

1. Donald Jacks	(122)
2. Michael Martin	(100)
3. Chuck Graves	(86)
4. Lee Shierts	(80)
5. Fritz Kling	(55)
6. Chris D'Aluisio	(35)
7. David Sadowski	
Joe Pittman	(27)
9. Joe Brett Williams	(26)
10. Steve Crevier	(23)

WERA F-II Series (Final)

1. Kurt Hall	(110)
2. Donnie Greene	(97)
3. Bruce Baldus	(79)
4. Rich Oliver	(70)
5. Chris D'Aluisio	(68)
6. Bill Himmelsbach	(55)
7. Jon Cornwell	(46)
8. Peter Wensloff	(42)
9. Chuck Sorenson	(41)
10. Danny Walker	(35)

AMA Harley-Davidson Twinsports Series (Final)

1. Scott Zampach	(162/7 wins)
2. Nigel Gale	(154/2 wins)
3. Chuck Blackmon	(103)
4. Ronald McGill	(92)
5. Shawn Higbee	(83)
6. Andy Fenwick	(79)
7. Richard Koehler	(74/1win)
8. Tony Montenegro	(58)
9. Jerry Wallace	(56)
10. Nancy Delgado	(54)

AMA Grand National Championship/Camel Pro Series (Final)

1. Chris Carr	(234/4 wins)
2. Scott Parker	(232/8 wins)
3. Ricky Graham	(190/1 win)
4. Larry Pegram	(157/1 win)
5. Kevin Atherton	(138)
6. Will Davis	(89/2 wins)
6. Ronnie Jones	(89)
8. George Roeder II	(86)
8. Dan Ingram	(86)
10. Jay Springsteen	(80)

AMA 600cc National Championship Dirt Track Series (Final)

1. Chris Carr	(96/4 wins)
2. Larry Pegram	(52/1 win)
3. Aaron Hill	(51)
4. James Hart	(30)
5. Dan Ingram	(27)
6. Mike Hale	(26)
7. Rich King	(24)
8. Steve Morehead	(23)
9. Dave Durelle	(22)
10. Georgie Price	(21)

World Championship 500cc MX Series (Final)

1. Georges Jobe	(550)
2. Kurt Nicoll	(548)
3. Billy Liles	(460)
4. Joel Smets	(259)
5. Franco Rossi	(252)
6. Johan Boonen	(241)
7. Jorgen Nilsson	(234)
8. Dirk Geukens	(212)
9. Jeremy Whatley	(199)
10. Marcus Hansson	(198)

World Championship 250cc MX Series (Final)

1. Donny Schmit	(416)
2. Bobby Moore	(368)
3. Edwin Evertsen	(362)
4. Alessandro Puzar	(359)
5. Trampas Parker	(302)
6. Rob Herring	(295)
7. Marnicq Bervoets	(263)
8. Bader Manneh	(241)
9. Peter Johansson	(235)
10. James Dobb	(223)

World Championship 125cc MX Series (Final)

1. Greg Albertijn	(485)
2. (Tie) Pedro Tragter/	
Dave Strijbos	(451)
4. Yves DeMaria	(305)
5. Joakim Karlsson	(290)
6. Peter Beirer	289)
7. Andrea Bartolini	(285)
8. Tallon Vohland	(284)
9. John Van de Berk	(265)
10. Charrel Sweebe	(198)

AMA Camel Supercross Series (Final)

1. Jeff Stanton	(331/3 wins)
2. Damon Bradshaw	328/9 wins)
3. Jean-Michel Bayle	(320/3 wins)
4. Mike Kiedrowski	(262)
5. Guy Cooper	(251)
6. Mike LaRocco	(200\1 win)
7. Larry Ward	(192)
8. Jeff Matiasevich	(170)
9. Doug Dubach	(157)
10. Jeff Emig	(150)

AMA National Championship 125cc MX Series (Final)

1. Jeff Emig	(430/6 wins)
2. Mike LaRocco	(411/3 wins)
3. Ron Tichenor	(348)
4. Doug Henry	(316)
5. Larry Ward	(297/1 win)
6. Ryan Hughes	(296)
7. Guy Cooper	(260)
8. Jeremy McGrath	(259)
9. Steve Lamson	(213)
10. Brian Swink	(173)

AMA National Championship 250cc MX Series (Final)

1. Jeff Stanton	(270/2 wins)
2. Mike Kiedrowski	(214/1 win)
3. Jean-Michel Bayle	(187)
4. Damon Bradshaw	(167/2 wins)
5. Larry Brooks	(157)
6. Jeff Ward	(145)
7. Doug Dubach	(142)
8. Phil Lawrence	(127)
9. Cliff Palmer	(121)
10. Jeff Matiasevich	(118)

AMA National Championship 500cc MX Series (Final)

1. Mike Kiedrowski	(229/2 wins)
2. Jeff Stanton	(226/2 wins)
3. Jeff Ward	(195/1 win)
4. Jean-Michel Bayle	(158)
5. John Dowd	(114)
6. Jeff Matiasevich	(103)
7. Lance Smail	(97)
8. Ray Sommo	(92)
9. Brian Manley	(89)
10. Willie Surratt	(84)

AMA Grand National Championship Cross Country Series (Final)

1. Scott Summers	(160)
2. Doug Blackwell	(137)
3. Jan Hrehor	(126)
4. (TIE) Duane Conner/ Scott Plessinger	(115)
6. Gene Onail	(98)
7 Gary Roach	(97)
8. Tim Shephard	(95)
9. Jeff Russell	(81)
10. Johnny Robbins	(79)

AMA National Championship Enduro Series (Final)

1. Randy Hawkins	(186/4 wins)
2. Kelby Pepper	(150/1 win)
3. Jeff Russell	(147/1 win)
4. Kevin Hines	(127)
5. Steve Hatch	(95/1)
6. Allen Gravitt	(90)
7. Matt Stavish	(87)
8. Alan Randt	(80)
9. Terry Cunningham	(70/1 win)
10. Jeff Fredette	(63)

AMA National Championship Hare & Hound Series (Final)

1. Danny Hamel	(150/ 6 wins)
2. Larry Roeseler	(119/1 win)
3. Ted Hunnicutt	(97)
4. Paul Ostbo	(89)
5. Jimmy Lewis	(77)
6. Don Griewe	(74)
7. Paul Krause	(73)
8. Daniel Richardson	(65)
9. David Ondas	(61)
10. Edward Sorenson	(43)

AMA National Championship Hare Scrambles Series (Final)

1. Scott Plessinger	(200/3 wins)
2. Scott Summers	(195/3 wins)
3. Duane Conner	(162)
4. Jan Hrehor	(148/3 wins)
5. Jimmie Eriksson	(101)
6. Shad Ricketts	(99)
7. Robert Patterson	(76)
8. Leigh Letellier	(71)
9. Chris Caplinger	(61)
10. Steve Leivan	(55)

23rd ANNUAL WINTER AM SERIES

AMA

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GATORBACK SAT.,JAN. 2	ORLANDO MX PARK SAT., JAN. 9	DADE CITY SAT., JAN. 16	COCOA SAT., JAN. 23	GATORBACK SAT., JAN 30
1.___51cc Auto	1.___51cc Auto	1.___51cc Auto	1.___51cc Auto	1.___51cc Auto
2.___65cc 7-11	2.___65cc 7-11	2.___65cc 7-11	2.___65cc 7-11	2.___65cc 7-11
3.___85cc 7-11	3.___85cc 7-11	3.___85cc 7-11	3.___85cc 7-11	3.___85cc 7-11
4.___85cc 12-13	4.___85cc 12-13	4.___85cc 12-13	4.___85cc 12-13	4.___85cc 12-13
5.___85cc 14-15	5.___85cc 14-15	5.___85cc 14-15	5.___85cc 14-15	5.___85cc 14-15
6.___125 B	6.___125 B	6.___125 B	6.___125 B	6.___125 B
7.___125 C	7.___125 C	7.___125 C	7.___125 C	7.___125 C
8.___250 B	8.___250 B	8.___250 B	8.___250 B	8.___250 B
9.___250 C	9.___250 C	9.___250 C	9.___250 C	9.___250 C
10.___500 Novice B\C	10.___500 Novice B\C	10.___500 Novice B\C	10.___500 Novice B\C	10.___500 Novice B\C
11.___125 A	11.___125 A	11.___125 A	11.___125 A	11.___125 A
12.___250/500 A	12.___250/500 A	12.___250/500 A	12.___250/500 A	12.___250/500 A
13.___Plus 25 A	13.___Plus 25 A	13.___Plus 25 A	13.___Plus 25 A	13.___Plus 25 A
14.___Plus 30 A	14.___Plus 30 A	14.___Plus 30 A	14.___Plus 30 A	14.___Plus 30 A
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17.___Plus 35	17.___Plus 35	17.___Plus 35	17.___Plus 35	17.___Plus 35
18.___40+ Super Seniors	18.___40+ Super Seniors	18.___40+ Super Seniors	18.___40+ Super Seniors	18.___40+ Super Seniors
19.___Women	19.___Women	19.___Women	19.___Women	19.___Women
20.___16/24 Age	20.___16/24 Age	20.___16/24 Age	20.___16/24 Age	20.___16/24 Age
21.___PLUS 25 B/C	21.___PLUS 25 B/C	21.___PLUS 25 B/C	21.___PLUS 25 B/C	21.___PLUS 25 B/C
22.___PLUS 30 B/C	22.___PLUS 30 B/C	22.___PLUS 30 B/C	22.___PLUS 30 B/C	22.___PLUS 30 B/C
23.___VET PRO 30+	23.___VET PRO 30+	23.___VET PRO 30+	23.___VET PRO 30+	23.___VET PRO 30+
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LOCAL EVENTS

Michael Henderson (77) won both 30 Plus motos at the Bremen MX season finale.

Brian Berry (648), Peter Mastrangelo (behind) and Gregory Katz (127) fought for the 125cc Amateur class lead during the final race of the season at Bridgehampton MX.

Odom kennels Dirty Dog Scrambles

By Paul Nielsen

BELLINGHAM, WA, NOV. 22

Jeff Odom rode his 125cc Honda to the AA class victory and first overall in the Mt. Baker Motorcycle Club's Dirty Dog Scrambles.

Due to the narrow trails and the lay of the land, promoter Lyle Duronso opted for a staggered start. The A and B classes left at 20-second intervals, while the other classes started elsewhere but used the same course.

The AA class was loaded with talent, including seven ISDE medalists. Anticipation was high, and the race was up for grabs.

As there was no practice, Odoms started conservatively, taking 80 minutes and 20 seconds to complete the 10-mile loop. Scott McLaughlin sheared a full minute off Odom's time, but his ride ended when he met with a tree and was forced to retire from the event. John Nielsen came out of retirement on a borrowed bike and was in the hunt, besting Odom's time by 20 seconds on the first lap.

On the second lap, Odom turned up the heat, rounding the course in 36 minutes. Matching his time was Randy Vanbemmelen, while Nielsen was off the pace by a minute. In lap three Odom was smoking, recording a 34 minute loop. Vanbemmelen maintained a 36 minute pace and Nielsen, getting used to the borrowed RM125, posted a 35 minute loop.

Also in the thick of it was Rob Riley, showing quickness in the tight trails on his 125cc Yamaha. Winner in the 200cc A class David Lykke also posted some fast times, as did 16-year-old Kevin Bailey, who won the 250cc B class.

The last lap saw Odom slow after hitting a tree, posting a 36-minute, 52-second lap, while Nielsen was one and a half minutes faster. Odom won by 37 seconds over Nielsen. Rounding out the top five were Riley, Bailey and Lykke.

Jason Dahners and John Moody were riding borrowed bikes, as theirs had not returned from the Australian ISDE. Dahners left the race with mechanical problems, and Moody rode to sixth place in the AA class.

Results

AA: 1. Jeff Odom (Hon); 2. John Nielsen (Suz); 3. Rob Riley (Yam); 4. Tim Mount (Hon); 5. Blain Otafin (Kaw).

250 A: 1. Randy Vanbemmelen (Hon); 2. Bob Bechtel (Yam); 3. Lanch Richotte (Yam).

250 B: 1. Kevin Bailey (Yam); 2. Tate Matherly (Yam); 3. Jerald Brownell (Hon); 4. Mike Stearn (Kaw).

200 A: 1. David Lykke (Hon); 2. Murry Shaw (Kaw); 3. Shayne McKay (Kaw).

200 B: 1. Brian Bennet (Yam); 2. Bob Vonbargen (Hon); 3. Carol Williams (Hon).

OPEN A: 1. Mike Ritzmann (KTM).

OPEN B: 1. Rob Lewis (Hon); 2. Matt Williams (KTM).

4-STRK AM: 1. Mike Koening (Hus); 2. Tom Taylor (Suz); 3. Dale Hunt (Suz); 4. Dan Carney (Hon).

COVER: 1. Tanner Burnett (Yam); 2. Tim Bowman (Yam); 3. Todd Olson (Yam); 4. Gordon Vias (Hon); 5. Dan Drinnin (Suz).

CUNDER: 1. Garrett Powers (Yam); 2. Mark Hergert (Suz); 3. Mark Courtnight (Kaw); 4. Andy Redfern (Yam).

WMN: 1. Tracie Fleming (Kaw); 2. Natalie Walton (Yam); 3. Cheryl Ritzman (KTM).

SR: 1. Greg Lykke (Hon); 2. Rick Riede (KTM): 3. Errol Borskey (KTM); 4. Mike Mumford (Suz).

S/SR: 1. Alan Drafs (Suz).

SPTSMN: 1. Taft Matherly (Yam); 2. Bill Fleming (Yam); 3. Gary Turner (Yam); 4. Brian Aldridge (Yam).

Dukes dices to Bremen MX win

By Gary Crider

BREMEN, GA, NOV. 15

Sean Dukes won all four motos in the 125 and 250cc A classes at the final round of the Boyesen/Power Bar/AXO-sponsored Georgia Fall Championship MX Series, held at Bremen MX.

Over 250 riders from as far away as Pennsylvania and Canada attended.

Freewheeling Honda-backed Dukes was challenged early in the first 125cc A moto as he and Adam Humphrey swapped the lead back and forth. Dukes prevailed and won both motos over Humphrey.

In the second 250cc A moto, Matt Shue was Duke's challenger. Shue led for several laps, but Dukes came away with a perfect score, and Shue posted a 3-2 score for runner-up honors.

The Unlimited Amateur and 250cc C classes saw a day-long battle between Tim Bruce and James Adams. Bruce collected the Unlimited Amateur win when first-moto winner Adam crashed and dropped out of moto two.

The 250cc C contest was a squeaker as Bruce passed race-leader Adams on the last lap of the second moto. Bruce's 2-1 score bested Adams' 1-2 for the win.

Bruce was back again in the 125cc C class where he won both motos and capped his series championship. Bruce was also the series winner in the Unlimited Amateur class, and second in the 250cc C points race behind Glenn Bates.

The 125cc B division saw Danny Haynes gas his Kawasaki to a perfect 1-1 score over Lonnie Brown and series-winner Brad Simpson. Simpson came back to win the 250cc B class.

With just two laps remaining in the final 125cc Schoolboy moto, Haynes saw his chance for the win slip away when Adam Humphrey went by for the moto win and the overall. Haynes was second over Gary Kellum.

The Junior Mini contest came down to a winner-take-all second-moto battle between Matt Walker and Mick Bailey. Halfway through the moto, Bailey found a way past Walker and took over the lead. Bailey held Walker at bay until the final moments, when Walker regained the lead and took the win for the overall. The series victory belonged to Bailey, however, as he came out three points ahead of Aaron Lindsey.

Results

P/W: 1. Christopher McCorkel (Yam); 2. Zach Rutledge (yam); 3. Dusty Summers (Yam); 4. Scott Storey (Hon); 5. Daniel Miller (Hon).

P/W SPEC: 1. Amber Geurin; 2. Amanda Myers; 3. Clay Robertson; 5. Chad Myers.

60: 1. Aaron Lindsey (Kaw); 2. Chad Albritton (Kaw); 3. Derrick Fisher (Kaw); 4. Michael Sizemore (Kaw); 5. John Dempsey (Kaw).

80 BEG: 1. Derrick Fisher (Kaw); 2. Buck Schuler (Kaw); 3. Matt Loner (Kaw); 4. Scott McCorkel (Kaw); 5. Frank Pino (Yam).

JR MINI: 1. Matt Walker (Kaw); 2. Mick Bailey (Hon); 3. Aaron Lindsey (Kaw); 4. Anthony D'Amico (Kaw); 5. Scott McCorvey (Kaw).

SR MINI: 1. Shae Bentley (Kaw); 2. Matt Walker (Kaw); 3. Jeff Giese (Kaw); 4. Christopher Bailey (Kaw); 5. Cody Kerns (Kaw).

SCHBY: 1. Adam Humphrey (Suz); 2. Danny Haynes (Kaw); 3. Gary Kellum (Hon); 4. Billy Hlebak (Suz); 5. Kyle Kelly.

125 BEG: 1. Paul Goode (Suz); 2. Rusty Roberts (Hon); 3. Greg Honeycutt (Hon); 4. Rick Orton (Hon); 5. John Alexander (Yam).

250 BEG: 1. Chad Matthews (Hon); 2. Chris Dunn (Hon); 3. Jack Gill (Hon); 4. Craig Greer (Kaw); 5. Bobby McCune (Hon).

125 C: 1. Tim Bruce (Suz); 2. Bryan Smith (Kaw); 3. Kevin Smith (Kaw); 4. Kyle Kelly; 5. Billy Rich (Kaw).

250/500 C: 1. Tim Bruce (Suz); 2. James Adams (Suz); 3. Kevin Crews (Kaw); 4. Marty Williams (Kaw); 5. Rodney Vaughn (Kaw).

16-24: 1. Chris Seward (Suz); 2. Jason Ezeall (KTM); 3. Todd Downs (Yam); 4. Jason Hutcheson (Suz); 5. Marc Waddle (Hon).

125 B: 1. Danny Haynes (Kaw); 2. Lonnie Brown (Kaw); 3. Brad Simpson (Kaw); 4. Billy Hlebak (Suz); 5. Stacy Hodges (Suz).

250 B: 1. Brad Simpson (Kaw); 2. Rod Stuckey (Kaw); 3. Jeff Shields (Kaw); 4. Telly Olympiadis (Hon); 5. Jon Krieger (Hon).

25+: 1. Tommy Martin (Hon); 2. Ross Johnston (Yam); 3. Grant Wood (Kaw); 4. Mike Henderson (Hon); 5. Sam Kistler (Yam).

30+: 1. Mike Henderson (Hon); 2. Gary Graham (Hon); 3. Kevin Matthews (Hon); 4. Warner Wilbourn (Kaw); 5. Logan Atkins (Suz).

40+: 1. Warner Wilbourn (Kaw); 2. Turbo Smith (Hon); 3. Randy Tomlinson (Kaw); 4. Bobby Bishop (Kaw); 5. Shorty Goode (Suz).

ENDR: 1. Chris Williams (Yam); 2. Craig Dockery (Suz); 3. Jason Mitchell (KTM); 4. Tommy Jones (Suz); 5. Shawn Jordan (Suz).

BOMBER: 1. Chris Graham (Suz); 2. Jimmy Callaway (Yam); 3. Dale Harris (Hon).

U/L AM: 1. Tim Bruce (Suz); 2. Rod Stuckey (Kaw); 3. Wayne Devan (Kaw); 4. Kevin Matthews (Hon); 5. Glenn Bates (Kaw).

125 A: 1. Sean Dukes (Hon); 2. Adam Humphrey (Suz); 3. Matt Shue (Hon); 4. Dwayne Bone (Hon); 5. Tommy Martin (Hon).

250/500 A: 1. Sean Dukes (Hon); 2. Matt Shue (Hon); 3. Tommy Martin (Hon); 4. Grant Wood (Kaw); 5. Dwayne Bone (Suz).

Carsten conquers Lembo Lake SX

By Ray Malley

MODENA, NY, NOV. 7

Suzuki rider Barry Carsten scored an upset victory at the final round of the Lembo Lake Park Supercross Series, where he defeated Scott Sheak in the 250cc Expert class.

Kawasaki-mounted Sheak figured to be a shoo-in for the class championship, as he won his heat race.

In the main event, however, things changed quickly as Sheak blasted into the lead at the start, but made a minor yet serious mistake, crashing through a set of whoops. This allowed both Carlo Coen and Carsten by. Thinking that a third-place finish would secure his series points lead, Sheak rode just hard enough to keep fourth-place rider Ken Blackwell at bay. Carsten went on to take the checkered flag and the overall, surprising Sheak by tying him for first overall in the final series standings.

In the Pee Wee class Patrick Simpson worked his way through traffic after poor starts in both his heat and the final event, pulling away to the wins. But it was second place rider Matt Shogren who rode both smart and fast enough to secure a second-place finish and his first-ever points championship. Brian Humphrey and Grey Meyers pushed him hard during the six-lap final to make him earn it.

Although Sheak won the 125cc Expert main, it wasn't handed to him, as Barry Carsten dogged him every lap. Carsten was able to pull dead even with Sheak entering a short right-hand bowl turn on each lap. Sheak had the better line coming out, though, causing Carsten to repeatedly lose his drive. All the while Coen was moving up behind Carsten, waiting for the slightest mistake. But with only a few laps remaining, Sheak kept his lead. Coen settled for thid, yet maintained his points lead and claimed the number-one plate in the class.

During intermission, everyone had the chance to see one of the area's favorite heroes, Jim "The Jammer" Weinert. Leaving his post in the announcer's booth, Weinert geared up and brought out his original 1979 works 250cc Kawasaki. Weinert showed some of his old form as he blasted around the track and then did a no-hands salute to the crowd over the finish-line jump.

Results

P/W: 1. P. Simpson (Yam); 2. M. Shogren (Yam); 3. B. Humphrey (Yam); 4. R. Mills (Yam); 5. G. Myers (Yam).

S/MINI: 1. M. Unhoefer (Hon); 2. M. Yannone (Suz); 3. B. Preston (Kaw); 4. M. Dardzinski (Hon); 5. R. Dawson (Kaw).

JR MINI: 1. J. Valentine (Kaw); 2. A. Coppola (Kaw); 3. R. Heady (Kaw); 4. J. Cservak (Hon); 5. G. Goldfuss (Kaw).

125 NOV: 1. K. Dillon (Kaw); 2. G. Devlin (Hon); 3. H. Valdez (Hon); 4. J. Smith (Suz); 5. K. Kendel (Yam).

SR MINI: 1. M. Unhoefer (Hon); 2. R. Dawson (Kaw); 3. M. Dapozinski (Hon); 4. M. Yannone (Suz); 5. H. Phillips (Hon).

125 AM: 1. G. Lashway (Kaw); 2. T. Buklint (Kaw); 3. B. Leote (Kaw); 4. P. Neville (Suz); 5. M. Miceli (Kaw).

OPEN AM: 1. W. Procanyn (Kaw); 2. J. Osterberg (Kaw).

OPEN EX: 1. W. Beneway (Hon); 2. D. Torelli (Kaw); 3. R. Garbacik (Yam); 4. C. Augusta (Hon).

250 OPEN/NOV: 1. B. Shapiro (Suz); 2. M. Moore (Yam); 3. K. Kendel (Kaw); 4. C. Santana (Kaw); 5. R. Maslowsv (Hon).

+25 EX: 1. K. Blackwell (Hon); 2. J. Coen (Hon); 3. C. Augusta (Suz); 4. A. Ciomo (Hon).

+25 AM: 1. E. Leclerc (Yam); 2. A. Cipolla (Yam); 3. J. Osterberg (Kaw); 4. C. Santana (Kaw); 5. R. Lutheran (Hon).

125 EX: 1. S. Sheak (Kaw); 2. B. Carsten (Suz); 3. C. Coen (Hon); 4. T. Tkacz (Hon); 5. W. Marshall (Suz).

250 AM: 1. G. Labbe (Kaw); 2. K. McCarthy (Kaw); 3. E. Leclerc (Yam); 4. A. Cuimo (Hon); 5. N. Williams (Yam).

VET EX: 1. W. Beneway (Hon); 2. K. Mecking (Suz); 3. J. Coen (Hon); 4. C. Augusta (Suz).

Berry blasts to Bridgehampton Motocross win

By Jim and Carolyn Simpson

BRIDGEHAMPTON, NY, NOV. 21

Brian Berry rode to the 125cc Amateur class win at the season's final event at Bridgehampton MX.

Manchester Honda/Fox/Spectro/Color Crazy/Scott/Oury/WD-40-backed Berry grabbed the lead at the start of moto one. Peter Mastrangelo and Gregory Katz followed Berry through the woods sections. Berry, Mastrangelo and Katz remained the lead trio through lap one. Katz made his move and passed Mastrangelo, while Berry pulled away in the lead. Berry went on for the win, but second-place honors were decided at the checkered flag. Mastrangelo repassed Katz but Katz did not let up, and narrowly lost second to Mastrangelo at the end.

Katz wasted no time when the gate dropped for moto two, and he jumped into the lead. Eddie Hololob, Mastrangelo, Vincent Lopresti and Berry chased Katz down the parachute jump. Berry wicked it up and moved up to pass Hololob, taking over second place. Katz stayed on the gas and scored the moto win. Berry finished the moto in second and claimed the overall win.

Honda-mounted Louis Sherry led the pack of 250cc Novice riders through the first turn and into the woods in moto one. William Flynn, Michael Young and John Graham chased the leader through the early stages of the moto. Sherry pulled away and grabbed the easy win, while Flynn earned second and Young scored third.

Flynn and Scott Fritscher battled the lead in the back section, jumping out of the woods in first. Fritscher began to increase his lead as Flynn and Young battled with Sherry for second place. On the final lap Fritscher was alone in first, while second place was occupied by Flynn, with Graham and Sherry trying to take over. Fritscher nailed down the moto win, but Sherry scored second place and the overall win.

Results

S/SR: 1. Bud Fee (Hus); 2. John DiDomenico (Yam); 3. John Sanuith (Hon); 4. Ted Squires (Hon); 5. Arthur Anderson (Hon).

P/W: 1. Brian Murphy (Yam); 2. Joseph Merrill (Hon); 3. Sean Droskowski (Yam); 4. Joe Dill (Hon).

MINI 7-11: 1. David Di Pietro (Kaw); 2. Matt Morando (Suz); 3. Renzi Nesfield (Kaw); 4. Matthew Dill (Kaw).

MINI 12-13: 1. Tony Pedone (Kaw); 2. Mark Wesnofske (Suz); 3. Gregory Goldfuss (Hon); 4. Dave DiPietro (Kaw).

MINI 14-15: 1. Kenny Plass (Kaw); 2. Steven Mallgren (Kaw); 3. Richard Steck (Hon); 4. Joseph Donarummo (Hon).

125 NOV A: 1. Jim Tullman (Hon); 2. Chris Zbodula (Kaw); 3. Anthony Gangone (Hon); 4. Mike Presta (Hon); 5. Brian Cook (Kaw).

125 NOV B: 1. John Jasinski (Hon); 2. Mike Lusardi (Kaw); 3. Kenny Plass (Kaw); 4. Brian Simpson (Hon); 5. Scott Fritscher (Hus).

250 NOV: 1. Louis Sherry (Hon); 2. William Flynn (Hon); 3. Scott Fritscher (Yam); 4. John Graham (Suz); 5. Michael Young (Hon).

125 AM: 1. Kevin Nowak (Kaw); 2. Greg Katz (Suz); 3. Peter Mastrangelo (Kaw); 4. Vincent Lopresti (Kaw); 5. Eddie Hololob (Suz).

250 AM: 1. Robert Federico (Hon); 2. Eddie Hololob (Suz); 3. Wesley Phillips (Suz); 4. Donald Murphy (Hon); 5. Jeffrey Pinkosh (Kaw).

OPEN AM: 1. Jeff Mitchell (Kaw); 2. Michael Noschese (Hon); 3. Thomas Lequerique (Hon); 4. Robert Walton (Kaw); 5. Paul Wertheimer (Hon).

125 EX: 1. Barry Carsten (Suz); 2. Simon Cotter (Hon);

3. John Franco (Suz); 4. Vincent Allegretta (Kaw); 5. Jose Clemente (Yam).
250 EX: 1. Barry Carsten (Suz); 2. Jason Rivas (Suz); 3. Simon Cotter (Hon); 4. Vincent Allegretta (Hon); 5. Mike Michels (Hon).
SR EX: 1. Jeff Stempel (Hon); 2. Joseph Merrill (Hon); 3. Norman Hebert (Hon); 4. Rick Fatigate (Hon); 5. Glenn Cooper (Suz).
SR AM: 1. Michael Noschese (Hon); 2. Don Murphy (Hon); 3. Jeff Mitchell (Kaw); 4. Thomas Bentivegna (Kaw); 5. Vincent LoPresti (Kaw).
SCHBY: 1. Brian Berry (Hon); 2. Eddie Hololob (Suz); 3. Eric Flagg (Hon); 4. Kenny Plass (Kaw); 5. Kevin Mowak (Kaw).
COLBY: 1. Simon Cotter (Hon); 2. Greg Murphy (Suz); 3. Duane Kleppe (Kaw); 4. Justin Squires (Hon).
+25: 1. John Franco (Suz); 2. Rick Caccavano (Hon); 3. Robert Fedellco (Hon); 4. Rick Tatigate (Hon); 5. Peter Fritscher (Hon).
VINT: 1. Ned Daily (Hon); 2. Richard Baulcher (Pen); 3. Bruce Kloete (Kaw); 4. William Morando (Hus); 5. Glenn Van Cott (Bul).
LATE MODEL: 1. Thomas Bentivegna (Kaw); 2. Paul Wertheiner (Hon); 3. Robert Jarvis (Hon); 4. James Medlin (Hon); 5. Joseph Feist (Kaw).

Paladino plucks Sandhill MX

By Nuklear Neukam

BRENTWOOD, CA, NOV. 29
Sunny weather and hot racing set the day's action at Sandhill Ranch for the post-Thanksgiving GFI MX event, where Renthal/AXO/Any Rider Kawasaki-sponsored Danny Paladino aced Michael Brandes in the 125cc Pro class.

Paladino jammed into the early lead at the start of both motos and stayed there for both wins and the overall. Brandes gave a hearty challenge in the first outing and the action got especially close about midway through, when Brandes tried to rail the outside perimeter in a tight and tricky left-hand turn. He shot inside, only to have Paladino close off the passage, resulting in a collision. Paladino continued on to the win ahead of Brandes.

After posting a fifth place in round one, Suzuki-mounted Jed Green looked much more aggressive in moto two, as he worked up through the pack to take third place and third overall. Paladino scored his second moto win for the overall victory.

After topping Jimmy Pierce in the first 125cc Intermediate moto, Casey Johnson had to work into the lead in moto two and keep alert as Eric Phipps haunted him from second. Johnson managed to overcome the pressure, building up a lead and scoring both wins for the overall. A 3-2 finish earned Phipps second overall, while Pierce used a 2-4 tally for third overall.

Yamaha-mounted Shane Wheaton had his work cut out for him in the formidable 250cc Intermediate class, but he proved worthy of it as he topped both motos for the overall. Craig Christian took a first-moto fourth on another YZ250, but came back strong in round two to finish second and second overall.

Joe Vella used a 3-1 score in the 250cc Novice class to post the overall, with Richard Quinones runner-up both motos for second overall.

Results

125 PRO: 1. Danny Paladino (Kaw); 2. Michael Brandes (Suz); 3. Jed Green (Suz); 4. Danny Nelson (Kaw); 5. Tyler Hummel (Hon).
250 PRO: 1. Michael Brandes (Suz); 2. Tyler Hummel (Suz); 3. John Stark (Yam); 4. Jimmy Clay (Suz); 5. Scooter McElroy (Suz).
VET PRO: 1. Randy Chapman (Suz); 2. Eric Mashbir (Suz).
P/W: 1. Travis Patterson (Hon); 2. David Nicholas (Yam); 3. Wesley Patterson (Hon); 4. Patrick Patterson (Hon).
60 NOV: 1. Randy Norman (Kaw); 2. Kathy Pruitt (Kaw).
60 BEG: 1. Christopher Loredo (Kaw); 2. Mickie Northrop (Kaw); 3. Eric Brad (Kaw); 4. Lonie Fitch (Kaw); 5. Sheena Patterson (Kaw).
80 BEG: 1. Hawk White (Hon); 2. Jeremy Ellis (Hon); 3. Shawn Mietz (KTM); 4. Daniel Sanchez (Hon); 5. Danny Ornelas (Suz).
80 NOV: 1. Tyler Evans (Hon); 2. Jason Ellis (Hon).
80 INT: 1. Jeff Northrop (Suz).
80 EX: 1. Jeff Baldwin (Suz).
125 INT: 1. Casey Johnson (Kaw); 2. Eric Phipps (Suz); 3. Jimmy Pierce (Kaw); 4. Lance Bollens (Hon).
250 INT: 1. Shane Wheaton (Yam); 2. Craig Christian (Yam); 3. Rick Alves (Yam); 4. Marcus Sabado (Suz); 5. Kelly Prosch (Hon).
500 INT: 1. Daniel Sturgeon (Hon); 2. Steve Law (Kaw).
VET INT: 1. Eric Harvey (Yam); 2. David Rodriguez (Yam); 3. Gary Fargo (Suz); 4. David Berg (Hon); 5. Allex Chellew (Yam).
125 NOV: 1. Chad Burleson (Hon); 2. Brant Steiger (Hon); 3. Greg Ohlsen (Kaw); 4. Charles Tracy (Suz); 5. Duane Bonini (Kaw).
250 NOV: 1. Joe Vella (Yam); 2. Richard Quinones (Hon); 3. Sam Love (Hon); 4. John Harris (Suz); 5. Sean Hummel (Suz).
500 NOV: 1. Denis Wheeler (Yam); 2. Patrick McCoy (Hon); 3. Bruce Moore (Hon).
VET NOV: 1. Duane Polsey (Kaw); 2. Michael Renner (Kaw); 3. Steve Cokenes (Yam); 4. Marty Maloney (Yam); 5. Jody Patterson (Hon).
OT EX: 1. Wes Broby (Kaw).
OT INT: 1. Don Brumfield (Hon); 2. Glenn Pruitt (Hon).
OT NOV: 1. Don Flaner (Kaw); 2. William Arbogast (Kaw); 3. Steve Bevilacqua (Hon); 4. Raymond Buck (Suz).
125 BEG: 1. Justin Beman (Yam); 2. Anthony Aranda (Kaw); 3. Cliff Baggot (Kaw); 4. Wade Speyer (Kaw); 5. Bobby Templeton (Kaw).
250 BEG: 1. Craig Weitz (Yam); 2. Darin Miller (Hon); 3. Scott Bright (Hon); 4. Eric Sharkey (Kaw); 5. Greg Mashore (Hon).

Bakers blast Moto West MX

By J.R. Canaguier

HOLLISTER, CA, NOV. 22
The father/son duo of Dan and Aaron Baker scored wins at the famed Hollister CP motocross course.

Dan Baker put his CR250 into the lead in moto one of the Old Timer Novice class and

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____85cc 7-11
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____125 A
____125 Youth 12-15
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____250/500 A
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LOCAL EVENTS

Jeff Parks (21) chased Tony Bruemmer in moto one of Carlsbad's Vet Beginner class.

Mark Burkholder (62) passed Joe White (behind) to win the 360cc division at Timonium.

never looked back as he cruised unchallenged for the win.

Moto two was a little tougher, as he stalled his bike on the line and had to play catch-up. Joe Stancato took the early lead with Harold Lindsey in tow, followed by a determined Baker. By lap three Baker had moved past Lindsey and set his sights on Stancato. A half-lap later Baker was hammering Stancato, and he made the pass and held on to the lead for his first win at Hollister in the class.

Aaron Baker met up with a hay bale in the first turn in moto one of the 80cc Beginner class, and found himself in dead last. He then proceeded to pick off at least three riders per lap, and by the midpoint had taken over the lead, which he stretched to over 10 seconds.

Moto two was a Baker runaway, as he took the lead right from the gate and styled his way to his first-ever overall win at Hollister.

In the 125cc Beginner class, Brad Pellin put together a 2-3 score to take the overall, while first-moto winner Richard Fajardo could only manage a sixth in moto two. Dan Malone overcame a crash and 20th-place finish in moto one to win moto two, but he was out of the top 10 when the points were tallied.

In the 500cc Beginner class, Eric Murdaugh hung in there for the overall with a 4-3 combination. Roy Reime and Ken Porter traded moto wins, but a poor finish in the other motos kept them out of the winner's circle.

Results

125 BEG: 1. Brad Pellin (Kaw); 2. Richard Fajardo (Suz); 3. Pat Neff (Suz); 4. Jon Wallace (Suz); 5. Jeremy Carter (Yam).
125 NOV: 1. Jason Jenkins (Hon); 2. Marc Tucker (Suz); 3. Marc Henderson (Suz); 4. Tim Reeder (Suz); 5. Tim Alvernaz (Kaw).
125 PRO: 1. Jeff Pestana (Hon).
125 INT: 1. Ben Vitale (Hon).
250 BEG: 1. Jim Dempsey (Hon); 2. Richard Fajardo (Yam); 3. Shane Barrows (Yam); 4. Channing Amark (Hon); 5. Jeff Scott (Kaw).
250 PRO: 1. Tyler Hummel (Hon); 2. Jim Clay (Suz).
250 INT: 1. Jerome Law (Yam); 2. Don Knapp (Suz); 3. Marcus Sabado (Suz); 4. Anthony Alves (Yam); 5. Kelly Prosch (Hon).
OT NOV: 1. Dan Baker (Hon); 2. Joe Stancato (Yam); 3. Harold Lindsey (Hon).
OT INT: 1. Glenn Pruitt (Hon).
OT EX: 1. Dean Brown (Hon).
250 NOV: 1. Jeremy Chisum (Yam); 2. Brian Roberts (Yam); 3. Michael Renner (Kaw); 4. Tim Reeder (Yam); 5. Jeff Martinez (Hon).
VET PRO: 1. Eric Mashbir (Suz); 2. Gary Rabe (Kaw); 3. Alan Brunk (Hon).
VET INT: 1. Gary Fargo (KTM); 2. Joe Martin (Hon); 3. David Rodriguez (Yam); 4. Kevin Green (Kaw); 5. David Berg (Hon).
25-29 BEG: 1. Bob Pimentel (Kaw); 2. Mike Fogolin (Kaw); 3. Don Hodgson (Hon); 4. Keith McLaughlin (Yam); 5. Ian Hobson (Hon).
OTHG BEG: 1. Tim Hagberg (Hon); 2. Mrk Oliverez (Hon).
OTHG NOV: 1. Scott Rabenem (Yam); 2. Ed Cavanaugh (Kaw); 3. Ed McBride (Kaw); 4. Don Carver (Kaw); 5. Edgar Fitzgerald (Hon).
OTHG EX: 1. John Dallaine (Hon); 2. Glen Wilkens (Hon).
60 BEG: 1. Sheena Patterson (Kaw); 2. Jim Martinez (Kaw).
P/W: 1. Derek Johnson; 2. Mike Horsley; 3. Greg Burros (Hon); 4. Jason Allwardt (Yam).
500 BEG: 1. Eric Murdaugh (Hon); 2. Stephen Martin (Hon); 3. Roy Reime (Kaw); 4. Ben Mason (Hon); 5. Kevin Wilkinson (Hon).
80 BEG: 1. Aaron Baker (Suz); 2. Hawk White (Hon); 3. Nick McBride (Hon); 4. Brody Feverhaken (Kaw); 5. Darin Pellin (Kaw0.
80 NOV: 1. Tyler Evans (Hon); 2. Dennis Stapleton (Yam); 3. Aaron Cheselske (Hon); 4. Jess Medley (Hon).
80 INT: 1. Justin Quinn (Suz).
500 PRO: 1. Tyler Hummel (Hon); 2. Alan Brunk (Hon).
500 INT: 1. Kevin Green (Kaw); 2. William Artau (Hon); 3. Jon Delagues (Kaw); 4. David Dyc (Hon).
500 NOV: 1. Jeremy Chisum (Kaw); 2. Mark Tucker (Hon); 3. Tom Konklin (Kaw); 4. Bob Collier (Hon); 5. Ron Hein (Hon).
VET BEG: 1. Tim McMurtree (Kaw); 2. Jose Sanchez (Suz); 3. Mike Ehlert (Hon); 4. Jeff Hillard (Hon); 5. Tony Basuini (Hon).
VET NOV: 1. Michael Renner (Kaw); 2. John Dallaine (Hon); 3. Mark Stepovich (Kaw); 4. Shane Wright (Yam); 5. Rick Long (Kaw).

Burkholders blast Timonium Indoor Short Track

By Len Breech

TIMONIUM, MD, NOV. 21
Mark and Steve Burkholder scored on the same night, at the Timonium Indoor Short Track Series' next-to-last race at the Timonium Fairgrounds.

Making his second and last start of the series, White led Mark Burkholder, Tony Parris and Rob Smith out of the second-turn traffic jam in the 360cc final. White held the lead until just past the halfway flags, when Burkholder slipped under him going into the first turn. White spun out coming off the second turn with three laps left, while Smith guessed the better line and took over second place. The win moved Burkholder into second place in points behind Rich Rowe, who had crashed in his heat and failed to qualify.

Paul Crumling led Steve Burkholder, Scott Saunders, Steve Heiser and Rodney Farris for the opening laps of the 250cc Pro final. Farris secured fourth on the fifth lap, while Burkholder bided his time until they entered the first turn two laps from the end. Burkholder made the pass and stayed ahead for the win.

Larry Sweeten got under Taylor White for the lead in the 250cc class as they came off the second turn. Tom Majeski collided with another rider at the start. Majeski remounted a couple of laps down and then the fun started. The collision had punctured a hole in his clutch cover, and he was spraying a stream of oil on the concrete surface. When several riders went down over a couple of laps, the red flag came out, and the race was restored after the track had been cleaned. A single-file five-lap sprint was used, and Sweeten held on to the lead for the win over Dan Reichert and Mike Keane.

In the 125cc race, Ken Coolbeth and Chris Hathaway took advantage of being the only rider on the front line, leading the pack out of the second turn with Brett Friedel, Paul Lynch and Mitch Owen trailing. Coolbeth steadily pulled away, while Hathaway tangled with a lapped rider on the 10th circuit, losing a lap. Owen got by Lynch in the confusion, but Lynch battled him for the remainder of the race for third. Coolbeth nabbed the easy win.

Results

50: 1. Cory Hormes (M-M); 2. Jake Johnson (Hon); 3. Matt Hendricksen (Yam); 4. Gary Conklin (Itj); 5. Justin Schulz (Yam).
80: 1. Mike McKee (Hon); 2. Tom Skethway (Hon); 3. Donald Mullen (Yam); 4. Ben Miller (Yam); 5. David Swann (Yam).
125: 1. Ken Coolbeth (Hon); 2. Brett Friedel (Suz); 3. Mitch Owen (Hon); 4. Paul Lynch (Hon); 5. Roy Miller (KTM).
250: 1. Larry Sweeten (Yam); 2. Danny Richert (Bul); 3.Mike Keane (Kaw); 4. Taylor White (Hon); 5. Warren Diem (Mai).
360: 1. Mark Burkholder (Bul); 2. Rob Smith (Bul); 3. Tony Parris (Hon); 4. Harold Brossman (Bul); 5. Joe White (H-D).
250 PRO: 1. Steve Burkholder (H-D); 2. Paul Crumling (Hon); 3. Scott Saunders (H-D); 4. Rodney Farris (Hon); 5. Steve Heiser (Kaw).

Smith smokes Carlsbad MX

By Dave Burgess

CARLSBAD, CA, NOV. 21
Honda-mounted Dan Smith pulled a come-from-behind victory in moto one and dominated moto two to clinch the victory in the hotly-contested Vet Beginner class, at the Racing Enterprises-promoted Saturday MX at Carlsbad Raceway.

Scott Lee Ball led the way at the start of the first moto with Kirk Chapman, and Jeff Parks in tow. Ball began to have trouble with the slippery early morning conditions, and began dropping back early. Chapman took command and led Parks and Tony Bruemmer in the opening laps. Smith was on the move after a poor start and by the halfway point had forced his way around Bruemmer for third. Parks was the next victim, as Smith slid by with relative ease. As Smith began slowly reeling in Chapman, time was running out. With only two laps remaining, Smith put the moves on Chapman for the lead. Smith went on to the finish clean, ahead of Chapman, Bruemmer, and Parks.

In moto two, Smith would have none of the come from behind action, as he railed through the first turn with the holeshot. Max Galliger found himself in the number two position, followed by Parks and Chapman. Parks was on the gas and disposed of Galliger, but was unable to shake the Kawasaki rider. As the two argued over second, they lost sight of Smith, who was out for a Saturday ride to the finish. Smith collected the overall, followed by Parks, Chapman and Galliger.

In the always-competitive Pro class, it was local favorite and track expert Tony Amaradio taking the win with a spectacular second moto victory.

Bader Manneh paid a return visit to his hometown track after spending the last few seasons in Europe. Rod Hunt had the hot clutch hand at the start of the first moto, followed by Paul Winn, Manneh, and Amaradio. The Pro class is open to any size motorcycle, and Manneh was quickly up to the front on his mysterious, all-black CR250 Honda. Tucking in his wake was Amaradio on his Dirt Squirt/Thor-backed Kawasaki KX125. Soon Manneh and Amaradio were gone from the rest of the field. Amaradio stalked Manneh, looking for an opportunity to pass. Amaradio tried to dive to the inside in a tight hairpin turn, but Manneh closed the door on him and knocked Amaradio to the ground. Manneh paused briefly to ensure that Amaradio was alright, then took off. Amaradio recovered, but his clutch lever was damaged and this thwarted any serious challenge.

Manneh holeshot moto two with Amaradio right behind and the stage was set. On the third lap, Amaradio railed around Manneh for the lead. Once out in front, Amaradio lit the afterburners and was gone. Manneh held on for second, with Winn clinching third.

"I'm returning from a broken arm," said Manneh. "I'll ride the first couple of supercross races and then it's back to Europe for the grands prix."

Results

80 INT: 1. Andy Harrington (Suz).
125 BEG: 1. Brian Sadler (Kaw); 2. Bryan Orskine (Kaw); 3. Becky Kukla (Kaw); 4. Daryol Fuller (Kaw).
125 JR: 1. Josh Amaradio (Yam); 2. Justin Lusian (Suz); 3. John Conrad (Yam); 4. Geno Prida (Yam); 5. Mark Toyama (Yam).
125 INT: 1. J.J. Petchel (Yam); 2. Jeff Hess (Kaw); 3. Scott Kober (Yam); 4. Tom Newman (Suz); 5. Frank Kane (Kaw).
250 BEG: 1. Mike Crum (Hon); 2. Scott Clitherow (Hon).
250 JR: 1. George Griego (Hon); 2. Steve Reed (Kaw); 3. Beau Willette (Hon); 4. Eddie Moore (Yam); 5. Tom Mellor (Hon).
250 INT: 1. Jonathan Knight (Kaw); 2. Rod Hunt (Kaw); 3. Ken Wilson (Hon).
PRO: 1. Tony Amaradio (Kaw); 2. Bader Manneh (Hon); 3. Paul Winn (Hon).
500 JR: 1. Dan Campbell (Hon); 2. Fred Thiel (Yam); 3. John Tookey (Kaw).
500 INT: 1. Robert Failing (Hon); 2. Jon Gough (Kaw); 3. Dave Burgess (KTM).
25-29 BEG: 1. Bill Rahde (Yam); 2. Meal Sodenberg (Yam); 3. Stan Palmer (Hon); 4. Charles Moorman.
25-29 JR: 1. Bob Prida (Suz); 2. Don Rice (Hon); 3. Eddie Moore (Yam).
VET BEG: 1. Dan Smith (Hon); 2. Jeff Parks (Hon); 3. Kirk Chapman (Kaw); 4. Dan Shapard (Suz); 5. Tony Bruemmer (Hon).
VET JR: 1. Michael Ronk (Suz); 2. Orlan Moore (Kaw); 3. T.C. Brinegar (Hon); 4. Karl Holmberg (KTM); 5. Peter McCormick (Kaw).
VET INT: 1. Jeff Mason (Yam); 2. Rick Lundgren (Yam); 3. Marc Crosby (Yam); 4. Michael Landegent (Hon); 5. Jon Gough (Kaw).
VET EX: 1. Robert Failing (Hon); 2. Craig Breihan (Hon).
VET PRO: 1. Rod Hunt (Kaw); 2. Rob Wilshire (Hon).
25-29 INT: 1. John Griffin (Suz); 2. Ty Swartz (Hon); 3. Ken Wilson (Hon); 4. Ron Westlake (Hon).
OT JR: 1. Bob Koller (Hon); 2. Frank Hamlett (Hon); 3. David Cupoli (Yam); 4. Bill Oxford (Suz); 5. Ira Meiberger (Yam).
OT INT: 1. Gary Scott (Kaw); 2. Len Verner (Hon); 3. Bruce Forinash (Yam); 5. David Cox (Kaw).
OT EX: 1. Nick Costello (Hon); 2. Lee Amaradio (Kaw); 3. Tim Daily (Hon); 4. John Knight (Kaw); 5. Gene Phelpsoemployed (Suz).
BOMBER: 1. Troy Archer (Yam); 2. Robert Failing (Hon); 3. Marc Simpson (Hon).
VINT: 1. Dan Nesbitt (CZ); 2. Allen McKay (Hus); 3. Johnny LaFevre (Hus); 4. Ben Severin (Mai).

Leach brothers bomb Salem AX

By Deanna Holbrook

SALEM, OR, NOV. 20-21
Ryan Leach brought down the house Friday night with his perfect two moto wins in the Before The Hill class against tough competitor and brother Roby Leach at the Salem Arenacross.

Suzuki/AXO/Yokohama/Cycle Country/Albany Supercross/Gran Prix Cycle-backed Ryan Leach got the holeshot in moto one and never looked back, grabbing the moto win.

Moto two saw Roby Leach jump into the lead with the holeshot and Ryan Leach hot on his tail and trying to pass. Roby manhandled his powerful 500cc Honda as if riding a 125cc through the tight course of the arena, while Ryan continued to bang bars at every corner, trying to find a hole. Ryan Leach made his pass on the last turn before the checkered flag, posting a 1-1 score for the overall. Roby Leach finished in second overall.

Race action continued to steam in the Pro class with Ryan Hageman and Mike Bell showing the true meaning of bar-banging racing in both motos. Moto one saw Hageman get the holeshot and pull away, with Bell having to settle for second place.

In moto two Bell jumped out to the front only to have Hageman challenge him. Side by side they battled through six turns, but Bell finally made a desperate dive into a tight right-hander to take the lead. Bell had the win within his grasp, when his front wheel washed out in a berm and he went down, allowing Hageman to capture the overall.

Results

FRIDAY
50: 1. Ryan Barnes (Yam); 2. Bryon Hajdu (Yam); 3. Tyler Fick (Yam); 4. Cody Duerst (Yam); 5. Ricky Gunderson (Yam).
60 JR 6-8: 1. Tyler Fick (Yam); 2. Brent Line (Kaw).
60 SR 9-11: 1. Gregory Blackwell (Kaw); 2. Jason Jones (Kaw); 3. Thomas Rodgers (Kaw); 4. Matt Harris (Yam); 5. Dave Morris (Kaw).
+50: 1. Al Hinkley (KTM); 2. Randy Layne (KTM).
WMN: 1. Jeanne Van Buskirk (Kaw); 2. Laurie Stange (Suz); 3. Judi Argo (KTM); 4. Lisa Garrison (Kaw); 5. Barbara Luoto (Kaw).
80 BEG: 1. Cody Garvin (Yam); 2. Andy Garrison (Kaw); 3. Isaac Dawson (Kaw); 4. Trevor Duerst (Yam); 5. J.J. Spencer (Kaw).

80 JR: 1. Sean Richardson (Hon); 2. Michael Merina (Kaw).
MINI OPEN: 1. Sean Richardson (Hon); 2. Michael Merina (Kaw); 3. Charlie Ginther (Hon); 4. Cody Garvin (Yam); 5. Ryan Lundbom (Kaw).
125 BEG: 1. Charles Gibbens (Kaw); 2. Mark McFarland (Kaw); 3. Dan Hewitt (Yam); 4. Chad Nelson (Kaw); 5. Ross Quick (Hon).
125 JR: 1. Doug McKuhn (Kaw); 2. Cory Fuller (Kaw); 3. Ryan Terlecki (Kaw); 4. Russell Cree (Hon); 5. Butch Isaacson (Hon).
125 INT: 1. Gary Terlecki (Hon); 2. Brad Erunkal (Hon); 3. Eric Rogers (Hon); 41 Josh True (Hon); 5. Ernie Gendron (Suz).
ALL PRO: 1. Ryan Hageman (Kaw); 2. Mike Bell (Suz).
250 BEG: 1. Shane Scarborough (Hon); 2. Tim Siddall (Suz).
250 JR: 1. Greg Harmon (Hon); 2. Matt Caswell (Suz); 3. Aaron Crawford (Hon); 4. Brandon White (Suz); 5. Mike Boe (Hon).
250 INT: 1. Ryan Leach (Suz); 2. Rod Comstock (Suz); 3. Glen Koffler (Kaw).
500 BEG: 1. Mike Storm (KTM); 2. Roy Morris (Kaw).
500 JR: 1. Matt Bennett (Hon).
500 INT: 1. Roby Leach (Hon).
BTH: 1. Ryan Leach (Suz); 2. Roby Leach (Hon); 3. Doug McKuhn (Kaw); 4. Russell Cree (Hon).
UTH: 1. Frank McKuhn (Kaw).
30-40 JR: 1. Rick McCormick (Kaw); 2. Steve Jackson (Hon); 3. Fred Hajdu (Yam); 4. Paul Richmond (Yam): 5. Walter Call (KTM).
30-40 INT: 1. Jay Loundagin (Hon); 2. Matt Caswell (Suz).
OT JR: 1. Loren Bolster (Hon); 2. Randy Layne (KTM); 3. Paul Delos-Reyes (Yam).
OT INT: 1. Skip Waddell (Suz).
OT EX: 1. Mike Hickkman (Suz).
OT MONEY: 1. J.R. Muesling (Yam); 2. Rusty Garman (Kaw).
SATURDAY
50 D-2: 1. Tyler Fick (Yam); 2. Ryan Barnes (Yam); 3. Adam Holtgrew (Yam); 4. Kevin Dixion (Yam); 5. Brandon Lachapelle (Yam).
50 D-1: 1. Ricky Gunderson (Yam); 2. Wes Roberts (Yam); 3. Brandon Skinner (Yam); 4. Ryan Foster (Yam); 5. Steven Runge (Yam).
60 JR 6-8: 1. Tyler Fick (Yam); 2. Brent Line (Kaw); 3. Cody Duerst (Yam).
60 SR 9-11: 1. Gregory Blackwell (Kaw); 2. Jason Evans (Kaw); 3. Jeff Zertawna (Kaw); 4. Dan Ruede (Hon); 5. Dave Morris (Kaw).
+50: 1. Jim Watts (Yam); 2. Al Hinkley (KTM); 3. Randy Layne (KTM).
WMN: 1. Deanna Holbrook (Suz); 2. Jeanne Van Buskirk (Kaw); 3. Lisa Garrison (Kaw); 4. Laurie Stange (Suz); 5. Judi Argo (KTM).
80 BEG D-1: 1. Michael Porter (Yam); 2. Brian McMorris (Kaw); 3. Michael Gambt (Yam); 4. Travis Lenaburg (Suz); 5. Dan Ruede (Yam).
80 BEG D-2: 1. Isaac Dawson (Kaw); 2. Andy Garrison (Kaw); 3. John Deconnick (Hon); 4. Josh Ruebasan (Kaw); 5. Cody Garvin (Yam).
80 INT: 1. Dusty Lenaburg (Suz); 2. David Turner (Yam).
80 JR: 1. Sean Richardson (Hon); 2. Derek Whitheead (Suz); 3. Matt Williams (Yam); 4. Michael Merina (Kaw).
MINI OPEN: 1. David Turner (Yam); 2. Dusty Lenaburg (Suz); 3. Dean Richardson (Hon); 4. Michael Merina (Kaw); 5. Cody Garvin (Yam).
125 BEG D-1: 1. Scott Nored (Kaw); 2. Russ Robbins (Kaw); 3. Sean Coiteux (Suz); 4. Doug Eddy (Hon); 5. Scott Ogle (Hon).
125 BEG D-2: 1. Steve Grubbs (Hon); 2. Ross Quick (Hon); 3. Gary Silva (Yam); 4. Tyson Bohnstedt (Kaw); 5. Jeremie Sloan (Suz).
125 BEG D-3: 1. Jason Syphers (Kaw); 2. Erik Bishop (Kaw); 3. Daniel Fry (Kaw); 4. Todd Bell (Yam); 5. Jonathan Kauffman (Hon).
125 JR: 1. Cory Fuller (Yam); 2. Kory Rasmussen (Kaw); 3. Richard Ruebesan (Hon); 4. Russell Cree (Hon); 5. Leland Hofenbredk (Suz).
125 INT: 1. Brad Brunkal (Hon); 2. Eric Rogers (Hon); 3. Ernie Gendron (Suz); 4. Jeremy Harwood (Kaw); 5. Josh True (Hon).
PRO: 1. Don Bisceglia (Suz); 2. Ryan Hageman (Kaw).
250 BEG: 1. Shane Scarborough (Hon); 2. Leland Hofenbredl (Suz); 3. Brandon Fischer (Kaw); 4. John Feeley (Kaw); 5. Virgil Bradburry (Yam).
250 JR: 1. Aaron Crawford (Suz); 2. Greg Harmon (Hon); 3. Steve Lorain (Hon); 4. Mike Boe (Hon); 5. Skip Waddell (Suz).
250 INT: 1. Ryan Leach (Suz); 2. Glen Koffler (Kaw).
500 BEG: 1. Mike Storm (KTM); 2. Brian Boehler (Hon); 3. Scott Tokstad (Suz); 4. Ivan Vankampen (Suz); 5. Scott Ayers (Hon).
500 INT: 1. Roby Leach (Hon).
500 JR: 1. Matt Bennett (Hon).
BTH: 1. Ryan Leach (Suz); 2. Roby Leach (Hon); 3. Russell Cree (Hon); 4. Kory Rasmussen (Kaw); 5. Doug McKuhn (Kaw).
UTH: 1. Mike Storm (KTM).
30-40 JR: 1. Steve Lorain (Hon); 2. Dennis McCann (Kaw); 3. Rick McCormick (Kaw); 4. Steve Jackson (Hon); 5. Dan Kauffman (Hon).
30-40 MONEY: 1. Dean Johnson.
OT JR: 1. Loren Bolster (Hon); 2. Dewain Beard (Yam); 3. Randy Layne (KTM); 4. Paul Delos-Reyes (Yam).
OT INT: 1. Jim Kilgore (Kaw); 2. Skip Waddell (Suz).
OT EX: 1. Mike Hickman (Suz).
OT MONEY: 1. J.R. Muesling (Yam); 2. Rusty Garrison (Kaw); 3. Jim Lamkin (Hon).

Nelson nasty at PITS Turkey Trial

By Don Williams

AUBURN, CA, NOV. 22
Fantic-mounted Mark Nelson overcame three inconsistent loops in the muddy hills above the American River to beat out Tim Rust in the Novice Advanced 31-34 class at the PITS-sanctioned Turkey Trial.

Rain fell from Saturday night until start time, turning many of the carefully designed sections into impossibly-slick traps. The uncertain conditions led to wildly varying scores for the riders.

Rust, riding a Fantic, opened up a three-point lead over Nelson, who led Ron Simpson by five on the first trip around the 10-section loop.

On the second circuit, after the sections became thoroughly covered with mud, Rust collapsed with a 20-point loop, dropping to third behind Nelson and Simpson.

It was Nelson's and Simpson's turn to wallow in the mud on the last loop. Nelson began the circuit with a 12-point advantage over Rust, but fives on sections two, six and seven erased virtually all of his advantage.

Cleans on the final two sections were enough for Nelson to hold onto his slim lead and beat Rust at the finish. Simpson had two fives on the last loop, helping to knock him down to the show position.

In the Vintage Beginner class, the score-

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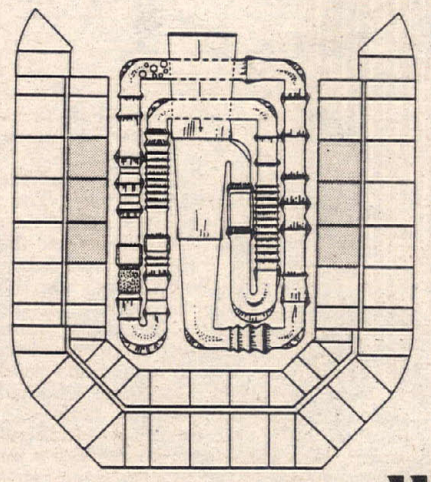

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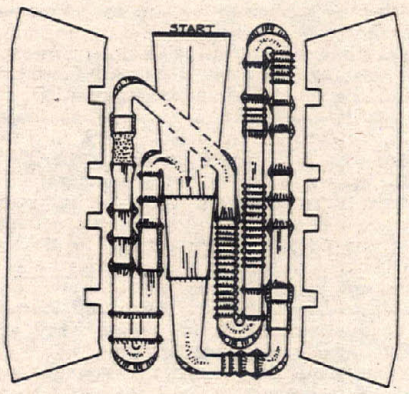

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LOCAL EVENTS

Chance Edmondson (7) pulled the holeshot ahead of Darrell Sutherland (718) and Steve Peterson (23) in the Plus 25 class at Perris Raceway's GFI Super Saturday MX.

keepers had to go down to cleans to determine a winner.

The B class riders rode four abbreviated loops and only six of the sections, and Ron Melton guided his Montesa to a win over Jim Gollihar on a twin-shocked Yamaha TY. Both riders dropped 19 points, but the win went to Melton on tie-breaking cleans, 15-14.

Kelly Callan, riding her mono-shock Yamaha TY250 unopposed in the Women's class, turned in a score lower than any adult male rider in the B ranks. But 14-year-old Novice Beginner Mitch Reichardt turned in the best overall B score on his way to a class win.

Results

MSTR: 1. Kip Webb (Fan); 2. Ken Luduc (G-G); 3. Neil Belvoir (Fan).
EX: 1. Kenny Lane (G-G); 2. Mark Kowalczyk (Apr); 3. Ted Gansberger (Fan); 4. Doug Elliott (Fan); 5. Bob Thompson (Bet).
AM: 1. Dwayne Kirchhoff (Yam); 2. Rob Hardy (Apr); 3. Mark Gustafson (Fan); 4. Robert Walker (Fan); 5. Fran Vetso (Fan).
SR AM: 1. Steve Darrow (Yam); 2. John Husmann (Fan); 3. Jim Dana (Fan); 4. Ken Dodge (Fan); 5. Dallas Peak (Fan).
S/SR: 1. Hawley Slayton (G-G).
SR ADV: 1. Steve Erwin (Yam); 2. Ed Heacox (Bet); 3. Fred Musta (Bet); 4. Mike Weber (Fan); 5. Bill Gilbert (Apr).
SR: 1. Steve Morgan (Fan); 2. Ray Smith (Yam); 3. Rob Tufford (Yam); 4. Chuck Dewitt (G-G).
NOV ADV: 1. Mark Nelson (Fan); 2. Tim Rust (Fan); 3. Ron Simpson (Fan); 4. Darrell Johnson (Yam); 5. Lori Dana (Yam).
NOV BEG: 1. Mitch Reichardt (Bul); 2. Raymond Kinner (Hon); 3. John Sutherland (Yam); 4. Matt Silvey; 5. Charley Recasens (Bet).
VINT BEG: 1. Ron Melton (Mon); 2. Jim Gollihar (Yam); 3. Jim Hickman (Hon); 4. John Wheeler (Mon).
WMN: 1. Kelly Callah (Yam).

Higham hammers Perris MX

By Tony Alessi

PERRIS, CA, NOV. 28
Race Tech-sponsored Mark Higham put all the pieces together to score the overall 250cc Novice class victory at GFI Super Saturday Motocross, held at Perris Raceway.

Josh Wray set the pace during the opening laps of the first moto, while Paul Kellen, C.T. Falk and Higham filed in behind. Higham wasted little time with Falk and Kellen, and roosted into second by the completion of the second lap.

Higham was flying high over a set of doubles that only the top pros were clearing, and soon caught up to the rear fender of Wray. The race for the lead began to heat up as Higham began to bang bars with Wray on several occasions during the next few laps.

Wray made a small mistake two laps from the finish and Higham took the lead. Wray tried continually to take back the lead, but went down out of sight in the back section of the course. Higham cruised across the line for the easy win, followed by Kellen and Wray, who regrouped quickly to salvage third.

The second moto saw Wray pull the holeshot and never look back. Higham rode hard and kept within visual sight of Wray, but was never a serious threat during the moto. Bret Milan found himself inside the top three during the opening laps and obviously liked the view up front. Milan remained in third to the finish, followed by Kellen and Falk.

Erik Anderson made his return to racing a memorable experience by topping the 125cc Intermediate class. Erik Lars Larsson was untouchable in the first 125cc Intermediate moto and simply stomped the competition with a wire-to-wire victory. Anderson rode consistently throughout the moto and passed Larry Linkogle on the final lap for second.

The second moto saw Linkogle in command. Linkogle left the competition far behind while building up an impressive 10-second lead.

Just when it seemed victory was eminent for Linkogle, he got a front flat tire and was forced to retire from the moto. With Linkogle out of the race, Anderson picked up the lead and stole the show. Anderson crossed the line first, followed by Navarro, Larsson and Grant Gasper.

Results

50 FIRST TIMER R-1: 1. Garreth Williams (Yam); 2. Bryan Desek (Yam); 3. Mike Allessi (Yam); 4. Rick Perez (Yam); 5. Shane Patao (Yam).
50 FIRST TIMER R-2: 1. Matthew Clark (Yam); 2. Joe Morgan (Yam); 3. Mike Scism (Yam); 4. Shaun Hart (Yam); 4. Thor Stephens (Yam).
50 STK D-1: 1. Nick Alvarez (Yam); 2. Super Dave (Yam); 3. Bryan Mathew (Yam).
50 STK D-2: 1. Ryan Weber (Yam); 2. Tyson Talkington (Yam); 3. Daton Beavers (Yam); 4. Dane Patao (Yam); 5. Justin Louie (Yam).
50 MOD D-1: 1. Nick Alvarez (Yam); 2. Super Dave (Yam); 3. Bryan Matthews (Yam).
50 MOD D-2: 1. Daton Beaver (Yam); 2. Tyson Talkington; 3. Dane Patao (Yam); 4. Justin Louie (Yam); 5. Matthew Clark (Yam).
60 0-8: 1. David McFarland (Kaw); 2. Chris Thorp (Yam); 3. Ty Renshaw (Kaw).
80 BEG: 1. Eddie Nichols (Hon); 2. Frank Dato (Yam); 3. Pryor Campbell (Kaw); 4. Colin Yates (Kaw); 5. Bob Woolsey (Suz).
80 NOV: 1. Danny Carlson (Kaw); 2. Joshua Carter (Yam); 3. Josh Fink (Kaw); 4. Tent Bragg (Kaw); 5. Randy Clark (Kaw).
80 INT: 1. Jerry Aleman (Yam).
125 BEG: 1. Jason Padilla (Kaw); 2. Jason Sobiesiah (Kaw); 3. Steve Peterson (Suz); 4. Allan Tungate (Yam); 5. John Bujdoso (Yam).
125 NOV: 1. Kenny Miller (Hon); 2. Steve Cox (Suz); 3. John Nelson (Yam); 4. Ryan Banford (Kaw); 5. Josh Amaradio (Yam).
125 INT: 1. Erik Anderson (Suz); 2. Erik Lars Larsson (Yam); 3. Bobby Navarro (Kaw); 4. Grant Gaspar (Suz); 5. Stefan Elvin (Hon).
125 PRO: 1. Craig Decker (Kaw); 2. Dana Wiggins (Hon); 3. Ray Hensley (Suz); 4. David Smith (Kaw); 5. Andy Pugh (Kaw).
250 BEG: 1. Rob Smith (Hon); 2. Todd Moore (Yam); 3. Jim Williams (Kaw); 4. Mike Young (Yam); 5. Jon Bates (Kaw).
250 NOV: 1. Mark Higham (Yam); 2. Josh Wray (Yam); 3. Paul Kellen (Yam); 4. Bret Milan (Yam); 5. C.T. Falk (Yam).
250 INT: 1. Erik Lars Larsson (Yam); 2. Tim Olson (Suz); 3. Erik Anderson (Suz); 4. Tony Spear (Yam); 5. Nikki Hausamann (Kaw).
250/500 PRO COMB: 1. Craig Decker (Kaw); 2. Anthony Amaradio (Kaw); 3. Don Upton (Yam); 4. Willy Musgrave (ATK); 5. Tracy Monterone (Yam).
500 BEG: 1. Jon Nixon (Hon); 2. Jerry Stephens (Hon).
+25 BEG: 1. Greg Hayward (Yam); 2. Jon Nixon (Hon); 3. D.R. McCain (Hon); 4. Steven Peterson (Suz); 5. Tim Williams (Kaw).
+25 NOV: 1. David Graff (Hon); 2. Paul Kellen (Yam); 3. Mike Marion (Hon); 4. C.T. Falk (Yam); 5. Mark Sherwood (Yam).
+30 NOV: 1. Mike Marion (Hon); 2. Bill Reimer (Yam); 3. Greg Pagan (Hon); 4. Greg Mazzio (Yam); 5. Elmer McGruder (Hon).
+30 INT: 1. Alan Olson (Hon); 2. J. Hanson (Hon); 3. L.C. Soto (Yam); 4. George Kohler (Kaw); 5. Randy Skinner (Suz).
+30 PRO: 1. Rod Hunt (Kaw).
+35 NOV: 1. Pryor Campbell (Kaw); 2. Paul Ikeda (Hon); 3.Mark Moore (Suz); 4. Joe Rumney (Kaw); 5. Russell Bauer (Kaw).
+35 INT: 1. J. Hanson (Hon); 2. Tracy Horach (Yam); 3. Brian Renshaw (Yam); 4. Brian Breker.
+40 NOV: 1. Robert Bujdoso (Kaw); 2. Bill Bacon (Suz); 3. Ken Feulmer.
+40 INT: 1. Jim Hollon (Hon).
+40 EX: 1. George Kohler (Kaw); 2. Tom White (Kaw); 3. Alan Olson (Suz); 4. Ray Pisarski (Hon); 5. Jody Weisel (Hon).

Vasquez victorious at Starwest MX

By David A. Procida

MORENO VALLEY, CA, NOV. 25
Chris Vasquez put together two convincing motos to dominate the 125cc Beginner class at Starwest Supercross Park. Vasquez had to come from midpack in both motos, but the traffic didn't slow him down for more than a couple of laps in either moto.

Dean Lane borrowed a bike to win the Rathmann's Ranch Hare Scrambles.

When the gate fell for moto one Kawasaki rider Jamie Myers led the pack through the first turn. Hot on his heels, Larry Sanchez, Vasquez and Jeff Cemensky were dicing for second. Vasquez got a better drive up the face of a jump and landed a couple of feet in front of Sanchez.

Vasquez set his sights on Myers and zeroed in just before they hit the rockers, grabbing the fast line and powering by for the lead. For the next two laps Myers did his best to hang with Vasquez, but finally tired and fell back a short distance.

Back in the pack positions were being swapped, as Bryon Brooks was on the move. Brooks had gotten a poor start, but was on the gas and picking off riders every lap. At the halfway point he jumped past Travis Cavanaugh for fifth place and closed on Larry Sanchez.

Up front Vasquez was riding a smooth race, extending his lead with every passing lap. Late in the moto Myers went down in the whoops, allowing Cemensky to slip by for second. Myers was up before he lost any more positions, but Cemensky was long gone.

Vasquez took the easy win with Clemensky holding down the number-two position.

As the gate fell for moto two Brooks blasted out of the gate and led the pack into turn one, but had carried too much speed into the corner and went out to the berm in an attempt to make the turn. Brooks stayed upright but left the door wide open, and most of the pack went by on the inside line. Clemensky, second going into the turn behind Brooks, came out with the lead, followed by Dan Erny, Myers and Vasquez. Vasquez immediately passed Erny who retaliated by jumping back past.

In the middle of the pack, Cavanaugh went down in the esses, taking out half the pack with him. This allowed the front-runners to pull away, and Vasquez passed Erny and closed on Clemensky.

Clemensky saw him coming and turned up the wick, holding off Vasquez for another two laps before he began to show signs of tiring. This was all Vasquez was waiting for, and he pounced as they went over the tabletop jump, taking over the lead.

Myers had been watching the duel from a short distance behind, and decided to make his move on the tiring Clemensky. Railing the corner, Myers closed on Clemensky and was about to make his move when his front tire washed out in the whoops and he went down.

Myers was up before losing his position, but Richard Kingham was now knocking on his back door. Brooks had been making progress from his earlier fall and was now in fifth behind Kingham. The racers spread out and at the checkered it was Vasquez with his second win of the day, followed by Cemensky, Myers, Kingham and Brooks. Vasquez earned the overall win.

Results

60: 1. Bobby Beaupre (Kaw); 2. Chris Hunsinger (Kaw); 3. Chris Stewart (Kaw).
80: 1. Dustin Nelson (Kaw); 2. Danny Carlson (Kaw); 3. Joe Minor (Suz); 4. Eddie Nichols (Hon); 5. Tyson Taylor (Hon).
80 S/MINI: 1. Dustin Nelson (Kaw); 2. Josh Tarantino (Suz); 3. Danny Carlson (Kaw); 4. Joe Minor; 5. Tyson Taylor.
125 BEG: 1. Chris Vasquez (Suz); 2. Jeff Cemenski (Kaw); 3. Jamie Myers (Kaw); 4. Bryon Brooks (Kaw); 5. Larry Sanchez (Suz).
125 NOV: 1. Dean VanRiper (Kaw); 2. Drue Holdeman (Suz); 3. David Hughes (Yam).
250/OPEN: 1. Scott Miller (Kaw); 2. Lee Cemensky (Kaw); 3. Sam Ramirez (Yam); 4. Jeff Cemensky (Kaw).
125 INT: 1. Carey Hart (Kaw).
125 PRO: 1. Andy Pugh (Kaw); 2. David Smith (Kaw).
250 INT: 1. Roger Larrowe (Suz).
250 PRO: 1. Andy Pugh (Kaw); 2. David Smith (Kaw).
VET/JR VET: 1. Tony Feldhaus (Hon); 2. Lee Cemensky (Suz); 3. Greg Hayward (Yam); 4. Larry Baker (Yam); 5. Tim Hunziker (Kaw).
VET INT: 1. Ken McCann (Kaw).

Lane licks Rathmann's Ranch HS

By Mark Childre

HIGH GROVE, TX, NOV. 22
Dean Lane rode to the win in the AA class at the Rathmann's Ranch Hare Scrambles, which served as the fourth round of the Texas Hare Scrambles Series.

Despite several days of rain, with tornados plaguing the Houston area 150 miles to the east, the race went off without a hitch. With a half day of sunlight and relatively sandy soil, the track conditions were near perfect for the Texas Scrambler Association-promoted, Acerbis/Tucker Rocky/Race Tech/Dunlop/Tex MX-sponsored event.

Taking the holeshot and early lead was Honda-mounted Steve Rathmann, while Lane was left trying to fire his borrowed KTM 300 on the dead-engine start.

"I'm used to a 540, with the kickstarter on the left side," said Lane. "I just didn't get a good boot on it."

Riders funneled onto a motocross section immediately after the start, and before they had completed that section, Lane had pulled into sixth, with Shaun Martin in sight. Martin got a little loose heading into the first mesquite thicket, and Lane made the pass.

Completing the first lap, only five seconds separated the top three riders. Clifford Goertz had moved into the lead with Rathmann on his fender, and Lane had pulled within striking distance.

MS Racing/Trick Fuels/Duralube/KTM of Fort Worth-backed Lane emerged from lap two with a 12-second advantage over Goertz, with Rathmann nowhere in sight. Goertz held the pace for one more lap, but dropped to a three-minute deficit at the completion of the six-lap, 60-mile course.

The battle in the Amateur ranks raged between 125cc A rider John McLemore and Open A rider Bob Marino. Marino actually waited for McLemore, since one minute separated the two at the start. McLemore took the lead until encountering a slower rider, when Marino slammed through the underbrush to pass both. The fun was short-lived as Marino developed a rear flat, retiring after three laps. With Marino out, McLemore went unchallenged with a six-minute advantage over Open A winner Shane Wills.

Fourteen-year-old Todd Tarver was the hot rider in the Open B class. KTM-mounted Tarver made his first appearance on an open bike after moving up from a 125cc and smoked the competition by nearly one full minute.

Results

AA: 1. Dean Lane (KTM); 2. Clifford Goertz (Hon); 3. Mark Goertz (Hon); 4. Steve Cardwell (Yam); 5. Derek Wedding (Hon).
O/A: 1. John McLemore (Suz); 2. Shane Wills (Hon); 3. John Lamance (Hon); 4. Gary Windham (Kaw); 5. Jeff Wilson (Yam).
OPEN A: 1. Shane Wills (Hon); 2. John Lamance (Hon); 3. Greg Cloer (Hon); 4. Rodney Bartsch (Hon); 5. Bob Marino (Yam).
200 A: 1. John McLemore (Suz); 2. Gary Windham (Kaw); 3. Jeremy Stockton (Kaw).
VET A: 1. Jeff Wilson (Yam); 2. Michael Winstead (Suz); 3. John Maldonado (Hon); 4. Carlos Gonzalez (Yam); 5. P-Nut Baird (Yam).
SR A: 1. Ron Lane (KTM); 2. Nick Nickelson (Kaw); 3. Howard Juckett (Kaw); 4. Norm Olley (Hon); 5. George Spalding (Hon).
250 B: 1. Stuart Edwards (Hon); 2. Mark Vickers (Suz); 3. Tim Falls (Kaw); 4. Don Murphy (Hon); 5. Carter White (Hon).
4-STRK: 1. Shane Osburn (Hon); 2. David Osburn (Hon); 3. David Walker (Hon); 4. Jimmie Jones (Hon); 5. Eric Hobbs (Hon).
OPEN B: 1. Todd Tarver (KTM); 2. Dave Martin (Kaw); 3. Montie Twining (Hus); 4. Greg Garrigan (Hon); 5. Jeff Alcord (Hon).
125 B: 1. Duane Badgler (Kaw); 2. Michael Elshout (Hon); 3. Jim Clark (Hon); 4. William Goody (Yam); 5. Mike Nesbitt (Kaw).
VET B: 1. Guy Worst (Kaw); 2. Eddie Harrison (Kaw); 3. Derry Blish; 4. Bill Smith (KTM); 5. Kenny Jones (KTM).
200 B: 1. Mike Villemarette (Kaw); 2. Jimmy Quick (Yam); 3. Dave Mildren (Kaw); 4. Paul Warren (Kaw); 5. Charles Pritchett (Kaw).
WMN: 1. Danielle Lindeman (Kaw); 2. Toni Alcorn (Hon); 3. Carolyn Davis (Suz).
60: 1. Brent Klima (Kaw); 2. Waylon McCulloch (Kaw); 3. Travis Quick (Yam).
SR B: 1. Terry George (Kaw); 2. Bobby Reynolds (Kaw); 3. Verlin Rathmann (Hon); 4. Randall Cook (Kaw); 5. Bob Windham (Kaw).
S/SR: 1. Frank Hess (Yam); 2. Bill Canion (Kaw); 3. Gerald Miller; 4. Terry Wills (Kaw); 5. Ken Langham (Yam).
80: 1. Jonathan Buckley (Hon); 2. Jason Sperry (Kaw); 3. Drew Dunbar (Yam); 4. Jason Frerich (Hon); 5. Mike Vigo (Hon).
JR: 1. Brian Canion (Hus); 2. Jeremy Buckley (Hon); 3. Travis White (Hon); 4. Michael Prokop (Hon).
OPEN C: 1. Dave Hayden (Hon); 2. Karl Zimmerman (Hon); 3. Harvey Gartley (Hon); 4. David Pingleton (Hon); 5. Joe Eastep (Kaw).
200 C: 1. Bill Holland (Hon); 2. Stephen Selman (Kaw); 3. Glenn Sweatt (Kaw); 4. John Davis (Kaw); 5. Lee Jordan (Kaw).

Miller tops Seaford TT C'ships

SEAFORD, DE, NOV. 15
Mark Miller had a perfect day at Seaford Speedway's TT Championships, capturing the wins in all events he entered.

In the Pro-Am heat race, Jeff Salevan pulled the holeshot and led the pack over the jump.

Miller had to overcome transmission difficulties, and a horrendous start, giving up about 40 yards to the rest of the field.

"My mechanic put on a new Ron Woods shifter before the race," said Miller. "It was rubbing on the foot peg mounts, making it difficult to shift, and often causing it to pop out of gear."

Salevan continued to lead Mansfield around the course. By lap three Miller had worked his way to third place, and by lap four was pressuring Salevan for the lead. Miller passed Salevan at the end of the long sweeper heading into the chicane. Salevan took the lead back when Miller's bike came out of gear.

With Murdaugh holding a distant third, Salevan led Miller down the back straight toward the checkers. As the two riders exited the last turn heading into the sweeper, Miller went wide in the cushion. Salevan squared the turn off a little too sharply and laid the bike down, allowing Miller to coast home and grab the pole for the final.

After Miller topped the 600cc A class, he loaned his bike to Salevan for the 600cc B race. After winning the heat, Dave Murdaugh looked ready to capture the main event, but it was Longneck Car Car/Manlove Automative Honda-sponsored Rick Mansfield grabbing the lead. Salevan challenged early on, but stalled his bike while trying to stuff under Mansfield for the lead. At the end of eight laps, Mansfield took the win over Murdaugh, who nursed his ailing Honda home.

After making the necessary adjustments to his shifter, Miller made short work of the Pro-Am final.

In the Vet final, Miller was challenged by Salevan. After building a comfortable lead, Miller began riding a much higher line, unaware that Salevan was making up ground by riding on the inside. With two laps to go, Salevan momentarily took the lead. As the white flag came out, Miller used the outside to take the lead, which he held to the checkers.

In the motocross portion of the program, Roy Vanderveur piloted his Yamahas to wins in the 250cc B and 25 Plus B classes, while cousins Glen and Bruce Lowman captured the 250cc A and 25 Plus A divisions, respectively.

Results

TT
80 KNOBBY: 1. Chris Brown (Kaw); 2. Dave Reisinger (Suz).
125 KNOBBY: 1. Anthony Lepore (Suz).
250 A KNOBBY: 1. Bruce Lowman (Suz); 2. Glen Lowman (Suz).
600 B: 1. Rick Mansfield (Hon); 2. Dave Murdaugh (Hon); 3. Jeff Salevan (Rtx).
600 A: 1. Mark Miller (Rtx).
VET: 1. Mark Miller (Rtx); 2. Dave Murdaugh (Hon); 3. Jeff Salevan (Hon).
PRO-AM: 1. Mark Miller (Rtx); 2. Jeff Salevan (Hon); 3. Rick Mansfield (Hon).
MX
80 12-13: 1. Chris Brown (Kaw).
80 14-15: 1. Dave Reisinger (Suz).
125 C: 1. David Gredhill (Suz); 2. Mark Gillich (Hon); 3. Jimmy Goodwyn (Kaw).
250 C: 1. Leonard Groves (Kaw); 2. Ted Griesser (Hon); 3. Guy Hinnton (Suz).
250 B: 1. Roy Vanderveur (Yam).
250 A: 1. Glen Lowman (Suz).
25+ A: 1. Bruce Lowman (Suz).
25+ B: 1. Roy Vanderveur (Yam).

Abbott awesome at Gila Monster 100

By A.H. Tellier

GILA BEND, AZ, NOV. 22

Destry Abbott and his 300 KTM took control from the green flag and smoked the field at the Wiplash Motorsports Gila Monster 100, which was run on private land.

The seven-lap 15-mile course was to Abbott's liking, as he lapped second Open Expert Bryan Bruning just before the finish. Abbott was riding to train in preparation for the 1993 AMA National Championship Hare & Hound season. He averaged 55 miles an hour.

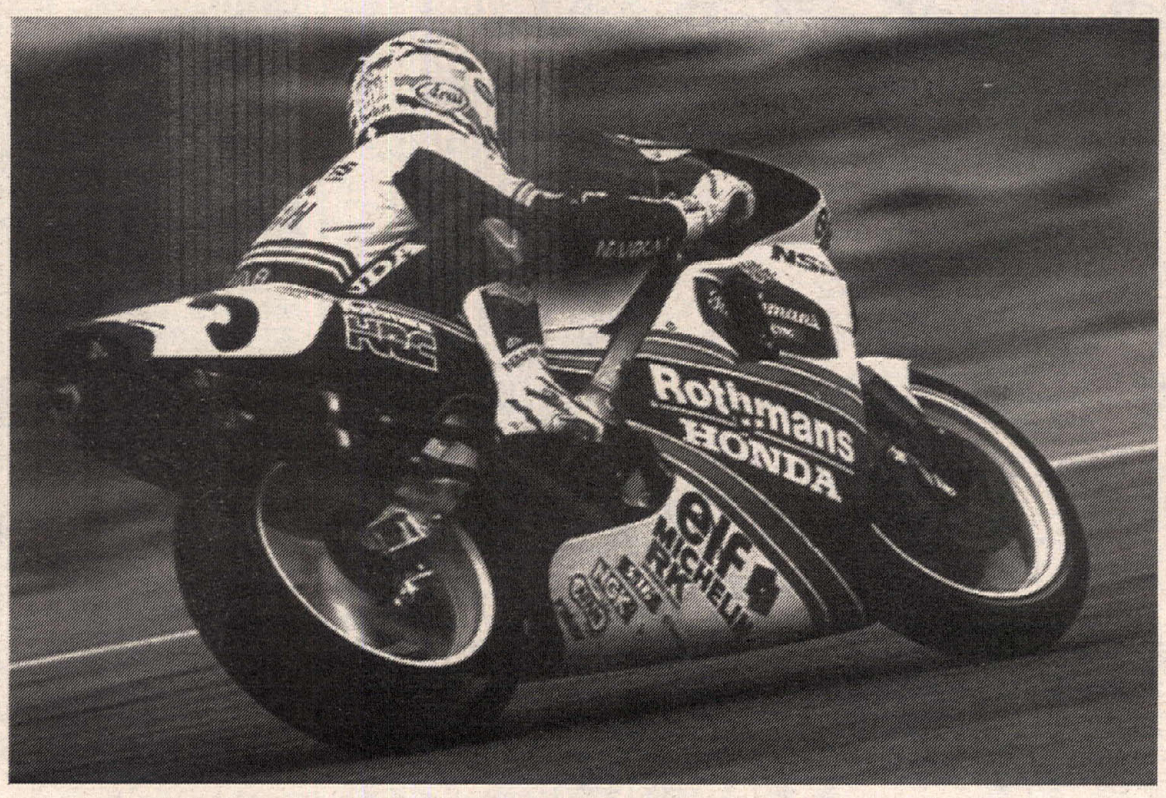
Hans Vanderwaall signed up for the Expert race and hit a rock at high speed a few miles off the start, blowing a tire. "I almost got off," said Vanderwaall. "It was pretty wild, and it was real fast. At those speeds I had no time to get back and fix it, so I just went in and then entered the next race." He decisively won that four-lap Novice race on his '85 CR500. Bob Henderrson finished in second place, riding in Vanderwaall's dust. After his high-speed excursion Vanderwaall made sure to stay in front, out of the dust.

Alan Vesterdal was second 250cc Novice on his KTM after winning the Class 10 buggy race the previous day. Vesterdal was beaten by Jim Niles due to a slow second lap and a difficult third circuit. In a show of sibling power, Vesterdal's brother, Steve, was second 200cc Beginner behind Joe Carlson. CN

Results

OPEN EX: 1. Destry Abbott (KTM); 2. Bryan Bruning (Hon).
OPEN NOV: 1. Lou Rizzatti (Kaw); 2. Shaun Larkin (Kaw).
250 NOV: 1. Jim Niles (Hon); 2. Alan Vesterdal (KTM).
250 BEG: 1. Gary Waddle (Yam); 2. Ralph Nolan (Suz).
200 BEG: 1. Joe Carlson (Kaw); 2. Steve Vesterdal (Hon).
VET: 1. Hans Vanderwaall (Hon); 2. Bob Henderson (Kaw).
S/SR: 1. Merrill Robbin (Kaw).

One good turn deserves another...



1992 MOTORCYCLE MADNESS ON PRIME NETWORK

(WSB denotes World Superbike Series; WGP denotes World Grand Prix; AMA denotes AMA National Road Race Series)

Air Date	Event/Venue
Oct. 1	AMA - Mid Ohio
Oct. 8	WGP - Brazil
Oct. 15	WGP - South Africa
Oct. 22	AMA- Texas World
Oct. 29	AMA - Texas World
Nov. 5	WGP - Season Review
Nov. 12	WERA G.N.F. - Road Atlanta
Nov. 19	El Super Prestigio - Spain
Dec. 3	WSB - Japan
Dec. 10	WSB - Holland
Dec. 17	WSB - Malaysia
Dec. 24	WSB - Australia
Dec. 31	WSB - New Zealand

Check local listings for event times and dates in your area.

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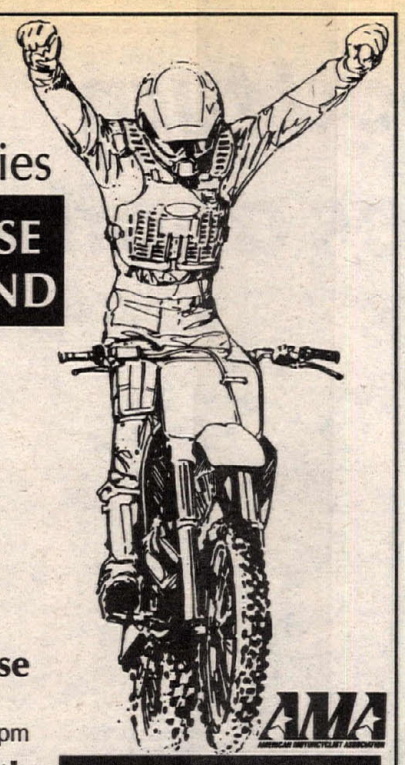

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Jan. 1-3	Ft. Worth, TX
Jan. 8-10	San Francisco, CA
Jan. 22-24	Guthrie, Ok
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Feb. 12-14	Sioux Falls, SD
Feb. 26-28	Denver, CO

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LaPlaya Masters OF MOTOCROSS
Sun Dec 13
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Sun., Jan. 17 MX Starwest
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Supercross Series

12/4	Geneva, Switzerland
12/5-6	Genoa, Italy

World C'ship Superbike Road Race Series

4/11/93	Donington, England
5/9	Hockenheim, Germany
5/30	Albacete, Spain
6/13	Estoril, Portugal
6/27	TBA, San Marino
7/11	Oesterreichring, Austria
7/18	Brno, Czechoslovakia
8/8	Anderstorp, Sweden
8/22	Johor, Malaysia
8/29	Sugo, Japan
9/12	Le Mans, France
9/26	Monza, Italy
10/24	Phillip Island, Australia
10/31	Manfeild, New Zealand
11/14	Mexico City, Mexico

World C'ship Road Race Series

3/28	Eastern Creek, Australia
4/4	Shah Alam, Malaysia
4/18	Suzuka, Japan
5/2	Jerez, Spain
5/16	Salzburgring, Austria
5/30	Spa-Francorchamps, Belgium
6/20	Hockenheim, Germany
6/27	Catalunya, Spain/Europe
7/18	Paul Ricard, France
8/1	Donington, England
9/5	Misano, Italy
9/19	Montreal, Canada
10/3	Kyalami, South Africa

World C'ship 125cc MX Series

4/4/93	Bra, Italy
4/18	Mons, Belgium
5/2	Nantwich, England
5/16	Gdynia, Poland
5/23	Berghem, Netherlands
6/6	Holice, Czechoslovakia
6/13	Gerstetten, Germany
6/20	Borgo Mag., San Marino
7/18	Laguepie, France
8/1	Interlagos, Brazil
8/8	Amtitlan, Guatemala
8/29	Janjimup, Australia

World C'ship 250cc MX Series

3/14/93	Castigilione, Italy
3/28	Jerez, Spain
4/4	Valkenswaard, Netherlands
4/18	Payerne, Switzerland
4/25	Beaucaire, France
5/9	Sun City, South Africa
5/23	Laubus-Esch., Germany
6/13	Lommel, Belgium
6/20	Foxhill Park, England
6/27	Vernon Mount, Ireland
7/11	Maracay, Venezuela
7/18	Budds Creek, Maryland, USA
8/1	Nykoping, Sweden
8/8	Vantaa, Finland
8/22	Suzuka, Japan

World C'ship 500cc MX Series

4/4/93	Hawkstone Park, England
5/9	Sittendorf, Austria
5/16	Nykoping, Sweden
5/23	Salo, Finland
6/6	Faenza, Italy
6/20	Kaposvar, Hungary
7/4	Arganil, Portugal
7/18	Mill, Netherlands
8/1	Namur, Belgium
8/8	Folkendange, Luxembourg
8/22	Sverepec, Czechoslovakia
8/29	Geneva, Switzerland

Motocross des Nations

9/12/93	Schwanenstadt, Austria

International Six Days Enduro

10/11-16/93	Assen, Holland

World C'ship Endurance Road Race Series

4/17-18/93	Le Mans, France
5/22-23	Catalunya, Spain
6/19-20	Anderstrop, Sweden
7/3-4	Francorchamps, Belgium
7/25	Suzuka, Japan
9/18-19	Paul Ricard, France
10/17	Johor, Malaysia
10/24	Phillip Island, Australia

World C'ship Observed Trials Series

4/18/93	Ettelbruck, Luxemburg
4/25	Bilstein, Belgium
5/23	Gefrees, Germany
5/30	Nepomuk, Czechoslovakia
6/6	Stryszow, Poland
6/27	Bergamo, Italy
7/4	Colombier-le-Vieux, France
7/18	Viella, Spain
7/25	St. Julian, Andorra
9/5	Vantaa, Finland
9/12	Kinna, Sweden
9/26	Pateley Bridge, England

Trial des Nations

10/2/93	Kilbroney, Ireland

AMA Camel Supercross Series

1/9/93	Orlando, FL
1/16	Houston, TX
1/23	Anaheim, CA
1/30	Seattle, WA
2/6	San Diego, CA
2/13	Tampa, FL
2/27	Atlanta, GA
3/6	Daytona Beach, FL
3/27	Irving, TX
4/3	Charlotte, NC
4/17-18	Pontiac, MI
4/24	Indianapolis, IN
5/15	Los Angeles, CA
6/5	San Jose, CA
6/12	Las Vegas, NV

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

2/21/93	Gainesville, FL
5/2	Southwick, MA
5/30	Mt. Morris, PA
6/20	Sacramento, CA
7/4	Buchanan, MI
7/11	New Berlin, NY
7/25	Troy, OH
8/1	San Bernardino, CA

Info 614/891-2425

AMA 125/500 Nat'l C'ship MX Series

8/8/93	Washougal, WA
8/15	Millville, MN
8/29	Binghamton, NY
9/26	Delmont, PA

Info 614/891-2425

AMA Nat'l Superbike Series

2/13-14/93	Phoenix, AZ
3/3-7	Daytona Beach, FL
4/17-18	Monterey, CA
5/1-2	Charlotte, NC
6/12-13	Elkhart Lake, WI
6/19-20	Loudon, NH
7/17-18	Braselton, GA
7/31-8/1	Brainerd, MN
8/7-8	Lexington, OH
8/28-29	Sonoma, CA
* 9/25-26	Atlanta, GA
10/2-3	TBA

Info 614/891-2425

AMA Nat'l Arenacross Series

1/1-3/93	Fort Worth, TX
1/8-10	San Francisco, CA
1/22-24	Guthrie, OK
2/5-7	Indianapolis, IN
2/12-14	Sioux Falls, SD
2/19-21	Mobile, AL
2/26-28	Denver, CO

Info 817/834-2298

AMA Nat'l C'ship Hare Scrambles Series

1/10/93	San Antonio, TX
3/21	Cadiz, KY
3/28	Hurricane Mills, TN
4/4	Redding, CA
7/11	Hookstown, PA
7/25	S. Edmeston, NY
9/12	Millfield, OH
10/24	Wickenbug, AZ
11/7	Flat River, MO

Info 614/891-2425

AMA/CCS Pro/Am Road Race Series

Florida Region

12/13	W. Palm Beach, FL

AMA Mid-South C'ship Winter Hare Scrambles Series

12/13	Tupelo, MS
1/10/93	Tennyson, IN
1/24	Battleground, AL
2/14	Hurricane Mills, TN
2/28	Bremen, GA
4/4	Centerville, TN
4/25	Greeneville, TN

Info 615/331-1475

SETRA C'ship Enduro Series

1/10/93	Charleston, SC
1/31	Wedgefield, SC
2/21	Maxeys, GA
2/28	Pelion, SC
3/28	Lenoir, NC
5/2	Olustee, FL
5/30	Richloam, FL

SETRA C'ship Hare Scrambles Series

2/7/93	Willington, SC
3/14	Maxeys, GA
4/4	Maxeys, GA
5/1	Charlotte, NC
5/23	Maxeys, GA

Golden Crown of Baja Off Road Desert Race Series

2/12-14/93	G.C. de San Felipe San Felipe, B.C., MEX
3/26-28	G.C. de San Luis Rio Puerto Penasco, Sonora, MEX
5/14-16	Gran Carrera de Tecate Tecate, B.C., MEX
6/25-27	Gran Carrera de Mexicali Mexicali, B.C., MEX
7/23-25	Gran Carrera de Ensenada Ensenada, B.C., MEX
9/24-26	G.C. de Campeones San Felipe, B.C., MEX

Info 818/340-5750

Grans Prix de Baja Series

2/27/93	Mexicali Gran Prix Mexicali, B.C., MEX
4/17	Baja Malibu Gran Prix Rosarito Beach, B.C., MEX
6/12	Tecate Gran Prix Tecate, B.C., MEX
8/14	Ensenada Gran Prix Ensenada, B.C., MEX
10/16	Rio Colorado/Puerto Penasco Sonora, MEX
11/20	San Felipe Gran Prix San Felipe, B.C., MEX

Info 818/340-5750

High Plains Enduro Circuit

1/25/93	San Angelo, TX
2/7	Post, TX
2/20-21	Lubbock, TX
3/21	San Angelo, TX
4/4	Turkey, TX

Info 806/795-1218

Texas C'ship Hare Scrambles Series

12/13	Rockne, TX
1/10/93	San Antonio, TX
1/24	Columbus, TX
2/7	Waco, TX
2/28	High Grove, TX
3/14	Floresville, TX
3/28	Bastrop, TX
4/18	String Prairie, TX

Info 713/933-0900

ARRA Road Race Series

12/13-14	Bakersfield, CA

Info 805/682-3290

WSMC/Willow Springs Road Race Series

12/18-20	Rosamond, CA
1/16-17/93	Rosamond, CA
2/20-21	Rosamond, CA
3/20-21	Rosamond, CA
4/17-18	Rosamond, CA
5/15-16	Rosamond, CA
6/19-20	Rosamond, CA
7/17-18	Rosamond, CA
8/14-15	Rosamond, CA
9/18-19	Rosamond, CA
10/16-17	Rosamond, CA
11/20-21	Rosamond, CA
12/18-19	Rosamond, CA

Info 805/256-1234

NMA Off Road Series

12/13	Sultan, WA

Info 206/922-1457

MTEG Stadium Off-Road Series

1/30/93	Anaheim, CA
2/20	San Diego, CA
3/20	Seattle, WA
5/1	Tempe, AZ
5/22	Los Angeles, CA
9/TBA	Denver, CO
10/TBA	Las Vegas, NV

10/TBA San Francisco, CA
Info 714/938-4100

CMC Golden State Nationals

1/2-3/93 Adelanto, CA
1/9-10 Marysville, CA
1/16-17 Ramona, CA
South
1/24 Moreno Valley, CA
North
1/24 Marysville, CA
1/30 Adelanto, CA
Info 619/246-2621

DECEMBER						
S	M	T	W	T	F	S
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
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27	28	29	30	31		

JANUARY						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

• Denotes Pro Payback

December 11-13

NEVADA OFF ROAD
Baja Promotions. 23rd Annual Mint 400. Las Vegas. Info 818/340-5750 or 992-6355.

December 12

CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA DUAL SPORT
AMA/D-37/Mojave Adventures. Idyllwild 100. Cleveland Nat'l Forest, Hemet. Info 619/244-4655.
CALIFORNIA SHORT TRACK
AMA/D-36. Hills Ferry Speedway, Newman. Info 408/779-1036.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
• Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443--5630 or 441-3139.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
OREGON SHORT TRACK
• Rusty McGrath Racing. Jackson County Expo Park, Central Point. Info 503/664-4217.
WASHINGTON TT
AMA/D-27/Pro Sports. Oakwood Arena, Roy. Info 206/536-1620.
WASHINGTON MOTOCROSS
MXNW. Woodland MX Park, Woodland. Info 503/667-5701 or 206/225-8615.

December 12-13

CALIFORNIA DUAL SPORT
D-37. Mojave Adventures. Cleveland Nat'l Forest. Info 619/244-4655.

December 13

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS HARE SCRAMBLES
Dirt Bike Mike Promotions. Lost Creek Park, Amity. Info 501/342-5373.
CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36/Abnormal Promotions. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MOTOCROSS
• CRC. Starwest SX Park, Moreno Valley. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC MN/GSN Warm-Up. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/2 & 2 Racing Team. 16th Annual Cowpuncher H.S. Hollister SVRA, Hollister. Info 510/828-0410.
CALIFORNIA MOTOCROSS
• GFI. Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA HARE SCRAMBLES
D-37/Dirt Diggers M.C. Teagle Wash area, Red Mountain. Info 714/883-5259.
CALIFORNIA MOTOCROSS
• GFI North. Pioneer Raceway, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA MOTOCROSS
• CMC Manufacturers B Ride Series/Multi. Nat'ls. Sunrise Valley Raceway, Adelanto. Info 619/246-2621.
CALIFORNIA MOTOCROSS
GFI. Huron Cycle Park, Huron. Info 805/589-7518.
DELAWARE MOTOCROSS
AMA/DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
5th Annual Regional C'ship/FL Vintage MX. MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
FLORIDA TRIALS
FTR. Cahills, Crooms. Info 407/876-1214.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA SHORT TRACK/TT
Holiday Downs Raceway, Palmetto. Info 404/463-9077.
GEORGIA MOTOCROSS
Echconnee Moto-X, Macon. Info 912/788-8227 or 956-5420.
GEORGIA MOTOCROSS
Wings & Wheels. Bremen MX, Bremen. Info 404/941-8464.
IDAHO HARE SCRAMBLES
Owyhee M.C. Clubgrounds, Boise. Info 208/384-5512.
KENTUCKY HARE SCRAMBLES
Pendleton County M.C. Park, Gardnersville. Info 606/472-3442.
MEXICO GRAND PRIX
• Too Much Fun Promotions. Cantamar Dunes MX GP Course, Rosarito Beach, Baja. Info 619/942-0640 or 011-52-661-21323.
MISSISSIPPI HARE SCRAMBLE
AMA Mid-South C'ship Series. Tupelo. Info 615/331-1475.
NEW YORK MUD/SNOW SCRAMBLES
AMA. Square Deal Riders M.C., Harpursville. Info 607/723-2387 or 693-2634.
NORTH CAROLINA MOTOCROSS
NAME Winter Series Warm-Up. Montrose MX, Raeford. Info 919/875-3805.
OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/468-7228 or 683-3102.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Winter Series. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
SOUTH CAROLINA HARE SCRAMBLES
SETRA/Family Riders/Santee Cycle Club. Which Way H.S., Holly Hill. Info 803/496-3616.
TEXAS HARE SCRAMBLES
TX Hare Scrambles Series/AMSA. Rockne. Info 512/892-4884.
WASHINGTON HARE SCRAMBLES
NMA off Road Series. Stumpjumpers M.C. Bite the Bullet H.S. Sultan. Info 206/483-9894.
WASHINGTON ARENACROSS
• CMC/WA State AX C'ship Series. Oakwood Arena, Roy. Info 206/854-0769.

December 18-19

OREGON ARENACROSS
• CMC. Oregon State Fairgrounds, Salem. Info 503/364-3187.

December 18-20

CALIFORNIA ROAD RACE
WSMC. Willow Springs Int'l Raceway, Rosamond. Info 805/256-1234.

December 19

CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
Dirt Sport Promotions, Inc. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
• Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MEXICO GRAND PRIX
Baja Promotions. Grans Prix de Baja Series. San Felipe GP, San Felipe, B.C. Info 818/340-5750 or 992-6355.

December 19-20

TEXAS MOTOCROSS
Goodtimes MX Park, Natilia. Info 512/663-6419.

December 20

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MARATHON
Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA GRAND PRIX
• CRC. Merry Xmas GP. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• SRA Toys for Tots/CMC Stadium MX. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA ENDURO-THON
San Jose Fairgrounds Speedway, San Jose. Info 408/436-8228.
CALIFORNIA MOTOCROSS
• GFI/Motowest. Hollister Hills GP Track, Hollister. Info 408/238-8208 or 637-2073.
CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36/Boss MX. Argyll Park, Dixon. Info 510/623-9871.
CALIFORNIA GRAND PRIX
GFI. Huron Cycle Park, Huron. Info 805/589-7518.
DELAWARE MOTOCROSS
AMA/DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.
OKLAHOMA MOTOCROSS
RBH, Inc. Fall Series. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.
WASHINGTON ARENACROSS
• CMC/WA State AX C'ship Series. Evergreen St. Fairgrounds, Monroe. Info 206/854-0769.

December 26

ALABAMA SHORT TRACK
• Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Orlando. Info 813/443-5630 or 441-3139.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.

December 26-27

CALIFORNIA DUAL SPORT
D-37. Shamrocks M.C., Randsburg to Cal City. Info 805/272-9865.

December 27

ALABAMA MOTOCROSS
County Line MX, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• GFI Winter Series. Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA DUAL SPORT
AMA/D-37/Shamrocks M.C. Yuletide Dual Sport Ride, California City. Info 818/362-9709.
CALIFORNIA MOTOCROSS
• CMC. GSN Warm-Up. Sunrise Valley Raceway, Adelanto. Info 619/246-2621.
FLORIDA MOTOCROSS
ProSports USA. Super Challenge IV. Orlando MX Park, Orlando. Info 407/568-2271.
NEW YORK MUD/SNOW SCRAMBLES
AMA. Square Deal Riders M.C. Raceway, Harpursville. Info 607/723-2387 or 693-2634.
NEW YORK ICE RACE
AMA/D-34/Tri-State M.C. Lembo Lake Park, Modena. Info 914/564-4814.
OKLAHOMA MOTOCROSS
RBH, Inc. Fall Series Finale. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON SUPERCROSS
• CMC. Albany Supercross, Albany. Info 503/928-4474.

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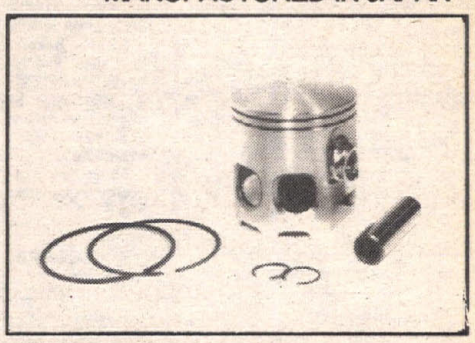

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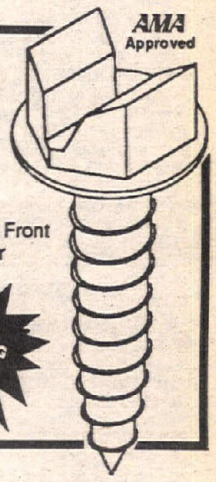


CRC
CALIFORNIA RACING CLUB
SUNDAY, DEC. 20, 1992
Sunrise Cycle Park
Adalanto, California
Don't Miss It !
Membership Not Required

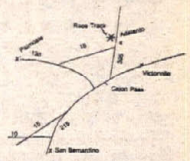
EACH CLASS RACE 45 MIN.
20% TROPHIES
SUPERB FINISHER PINS
CASH TO PROS

8:00 AM	Parade Lap
8:15 AM	60cc - 80cc
9:15 AM	Vintage/Decade
	Jr. Vets (+25)
10:15 AM	Old Timers
11:15 PM	All Beg
12:00 Noon	Parade Lap
12:30 PM	CRC Vets (+30)
	CRC Sr (+40)
1:30 PM	All Nov/Int/Pro
2:30 PM	Team Race

Pee Wee's will run 2 Moto's on a separate track
Practice 9:00 AM 1st Race 10:00 AM
2nd Race 11:00 AM
No post entry penalty for 2nd class entered

MAIL ENTRY	$20.00
Non-Member	$25.00
POST ENTRY	$25.00
Non Member	$30.00

Mail entries and two (2) legal size self addressed, stamped envelopes (SASE)
CALIFORNIA RACING CLUB
37045 Ran Dr., Palmdale, CA 93550



1993 CRC MEMBERSHIP AVAILABLE
For info call
(805) 272-8889

Old Timers MX Association
Race Schedule
Sat., Dec. 12 Perris Raceway GFI MX
Sun., Dec. 20 Sunrise Cycle CRC G.P.
Last 1992 Points Race
Sun., Jan. 3 Rnd. 1 L.A.C.R. CRC G.P.
For Information Call (714) 633-9503

SRA GP California Schedule
Members Non Members
January 17 Glen Helen
February 21 Carlsbad
March 14 Glen Helen
Info (714) 957-2985

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NORWALK, CA 90650
National Motosport Association

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Trials exhibition at Anaheim International Motorcycle show
Come see observed trials demonstrated by the A.T.A.
Beginner to Expert riders
Info: Paul De Armond (714) 987-0114

CMRA ANNOUNCES
MOTORCYCLE ROADRACES
New Racing Schedule
To Be Announced Shortly
INFO 713-342-9032

CMC
Race With The Best
Sat., Dec. 12 Sunrise
Saturday Open Practice 8 a.m.
Sun., Dec. 13 Sunrise
Manufacturers "B" Ride Series #4
Sun., Dec. 13 Sunrise
Multi Nat'ls (Sidecars/4-Stk., etc.)
(714) 880-0016— FAX (714) 880-1734

GFI RACING
(909) 371-3434
Sat., Dec. 12 GFI Super Sat. Morn. MX Perris Raceway
Sat., Dec. 19 GFI Super Sat. Morn. MX Perris Raceway
A RIDER FOR THE RIDERS

CALENDAR

January 1

CALIFORNIA MARATHON
Hangover Marathon. Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA MOTOCROSS
● GFI North. Pioneer Raceway, Oakdale. Info 209/847-9538 or 544-1027.

January 1-2

OREGON ARENACROSS
● CMC. Salem AX, Salem. Info 503/364-3187.

January 1-3

CANADA SHOW
Bar Hodgson Productions, Inc/Brampton M.C. Assn. International Motorcycle Super Show. Toronto International Center, Mississauga, Ontario. Info 416/427-4201.
TEXAS ARENACROSS
● AMA Nat'l Arenacross Series/Mike Kidd Promotions. Will Rogers Coliseum, Ft. Worth. Info 817/834-2298.

January 2

FLORIDA MOTOCROSS
Dade City Racewayy, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.

January 2-3

CALIFORNIA MOTOCROSS
● CMC GSN. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
● CMC Golden Staste Nationals. Sunrise Valley Raceway, Adelanto. Info 619/246-2621.
TEXAS MOTOCROSS
Goodtimes MX Park, Natilia. Info 512/663-6419.

January 3

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
FLORIDA TRIALS
FTA Observed Trials. Crooms Park, Brooksville. Info 407/876-1214.
NEW YORK ICE RACE
AMA/D-34/Tri-State M.C. Lembo Lake Park, Modena. Info 914/564-4814.
NORTH CAROLINA MOTOCROSS
● Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
NAME Carolina Wnter Series. Montrose MX, Raeford. Info 919/875-3805.
OKLAHOMA MOTOCROSS
RBH, Inc. Winter Series. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
TENNESSEE DUAL SPORT
55th Annual Roan Mountain Run. Jim's M.C. Sales of Johnson City, Johnson City. Info 615/926-5561.
TEXAS SWAP MEET
Motorcycle Expo/Show/Swap Meet. Arlington Convention Center, Arlington. Info 214/216-5520.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.
WASHINGTON ARENACROSS
● CMC/WA State AX C'ship Series. Evergreen St. Fairgrounds, Monroe. Info 206/854-0769.

January 8-9

IOWA SHORT TRACK
Motor Sports of America. Five Seasons Center, Cedar Rapids. Info 1-800-544-8714.

January 8-10

CALIFORNIA ARENACROSS
● AMA Nat'l Arenacross Series/Mike Kidd Promotions. Cow Palace, San Francisco. Info 817/834-2298.

January 9

FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IDAHO SHORT TRACK
Owyhee M.C. Fair Building Arena, Caldwelle. Info 208/384-5512.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
NEW YORK MOTOCROSS
U.S. Hot Rod Assn. Cycle Wars Series. Madison Square Gardens, New York City. Info 708/963-4810.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.

January 9-10

CALIFORNIA ROAD RACE
ARRA. Bakersfield Raceway, Bakersfield. Info 209/723-9454.
CALIFORNIA MOTOCROSS
● CMC Golden State Nationals. E Street Track, Marysville. Info 619/246-2621.
NEBRASKA SHORT TRACK
Motor Sports of America. Buffalo County Expo, Kearney. Info 1-800-544-8714.

January 10

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA ENDURO-THON
Santa Clara Fairgrounds Speedway, San Jose. Info 408/436-8228.
INDIANA HARE SCRAMBLE
AMA Mid-South C'ship Winter H.S. Series. Tennyson. Info 615/331--1475.
NEW YORK MUD/SNOW SCRAMBLES
AMA. Square Deal Riders M.C. Raceway, Harpursville. Info 607/723-2387 or 693-6234.
NEW YORK ICE RACE
AMA/D-34/Tri-State M.C. Lembo Lake Park, Modena. Info 914/564-4814.
NEW YORK ICE RACE
Empire State Racing Assn. Rouses Point. Info 518/493-5701.
OHIO HARE SCRAMBLES
Sunset Ramblers M.C., Galion. Info 419/468-7228 or 683-3102.
OKLAHOMA MOTOCROSS
RBH, Inc. Winter Series. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
SOUTH CAROLINA ENDURO
SETRA/FTR. Swamp Fox Enduro. Francis Marion Nat'l Forest, Wambaw Cycle Trail Head, Awendaw. Info 803/553-3473 or 553-1463.
TEXAS HARE SCRAMBLES
AMA Nat'l C'ship Series/TX C'ship H.S. Series. DBSA. Hidden Valley, San Antonio. Info 512/545-4892 or 221-3316.

January 15-16

OREGON ARENACROSS
● CMC. Oregon State Fairgrounds, Salem. Info 364-3187.

January 16

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MARYLAND MOTOCROSS
U.S. Hot Rod Assn. Cycle Wars Series. Capitol Center, Landover. Info 708/963-4810.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Roy. Info 206/536-1620.

January 16-17

CALIFORNIA AMOTOCROSS
● CMC Golden State Nationals. Barona Oaks Raceway, Ramona. Info 619/246-2621.
CALIFORNIA ROAD RACE
● Willow Springs Int'l Raceway, Rosamond. Info 805/256-1234.
OHIO SUPERCROSS
AMA/American Motosports, Inc. Marion County Fairgrounds, Marion. Info 614/596-2057.
TEXAS MOTOCROSS
Goodtimes MX Park, Natilia. Info 512/663-6419.

January 17

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA ENDURO
AMA/D-36/Los Altos Dirt Bikers M.C. ISDE/Reliability Enduro. Cow Mountain OHV area, Lakeport. Info 415/964-8386.
IDAHO MOTOCROSS
Owyhee M.C. OMC Clubgrounds, Boise. Info 208/384-5512.
IOWA SWAP MEET
J & P Promotions. 13th Annual M/C Parts Extravaganza. Downtown River Center, Davenport. Info 319/462-6011.
NEW YORK ICE RACE
AMA/D-34/Tri-State M.C. Lembo Lake Park, Modena. Info 914/564-4814.
NORTH CAROLINA MOTOCROSS
● Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
NAME Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO SWAP MEET
J & P Promotions. 5th Annual Parts Extravaganza. Toledo Sports Arena, Toledo. Info 319/462-6011.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON MOTOCROSS
● MXNW Series. Clarks Branch Cycle Club, Roseburg. Info 503/673-1671.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.

January 22

MINNESOTA SHORT TRACK
Motor Sports of America. Red River Valley Winter Show Building, Crookston. Info 1-800-544-8714.
OHIO MOTOCROSS
AMA/American Motosports, Inc. Veterans Memorial Fairgrounds Coliseum, Marion. Info 614/596-2057.

January 22-24

OKLAHOMA ARENACROSS
● AMA Nat'l Arenacross Series/Mike Kidd Promotions. Lazy E Arena, Guthrie. Info 817/834-2298.

January 23

FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TENNESSEE TT
Sloans Honda Yamaha. Calsonic Arena, Shelbyville. Info 1-800-342-1681.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.

January 23-24

OHIO MOTOCROSS
AMA/American Motosports, Inc. Veterans Memorial Fairgrounds Coliseum, Marion. Info 614/596-2057.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.

January 24

ALABAMA HARE SCRAMBLES
AMA Mid-South C'ship H.S. Series. Battleground. Info 615/331-1475.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
● CMC Golden State Nat'ls, South. Starwest MX Track, Moreno Valley. Info 619/246-2621.
CALIFORNIA MOTOCROSS
● CMC Golden State Nat'ls, North. E Street Track, Marysville. Info 619/246-2621.
CALIFORNIA HARE & HOUND
AMA/D-37/Desert M.C. Nat'l H & H. Bessimer Mine Rd.,/The Rock Pile, Lucerne Valley. Info 818/286-3533.
CALIFORNIA ENDURO-THON
Santa Clara Fairgrounds Speedway, San Jose. Info 408/436-8228.
ILLINOIS SWAP MEET
J & P Promotions. 7th Annual Parts Extravaganza. Belle-Clair County Fairgrounds, Belleville. Info 319/462-6011.
NEW YORK ICE RACE
AMA/D-34/Tri-State M.C. Lembo Lake Park, Modena. Info 914/564-4814.
NEW YORK ICE RACE
Empire State Racing Assn. Rouses Point. Info 518/493-5701.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
TENNESSEE MOTOCROSS
KY-TN MX Assn. T-N-T MX Park, Milan. Info 901/987-3029.
TEXAS HARE SCRAMBLES
TX C'ship H.S. Series/Trail Riders of Houston. Columbus. Info 713/933-0900 or 409/948-3360.

January 29-30

ARIZONA ICE SPEEDWAY
● WSRA/ICE/Budweiser Speedway Ice Racing C'ship IV. Tucson Convention Center, Tucson. Info 602/299-0206.
OREGON ARENACROSS
● CMC. oregon State Fairgrounds, Salem. Info 503/364-3187.

January 29-31

NORTH CAROLINA SHORT TRACK
Motor Sports of America. Cumberland County Civic Center, Fayetteville. Info 1-800-544-8714.

January 30

CALIFORNIA OFF ROAD
● MTEG Stadium Off-Road Series. Anaheim Stadium, Anaheim. Info 714/938-4100.
CALIFORNIA MOTOCROSS
● CMC Golden State Nat'ls, North. Sunrise Valley Raceway, Adelanto. Info 619/246-2621.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City.Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
OREGON SHORT TRACK
● Jackson County Expo Park, Central Point. Info 503/664-4217.
PENNSYLVANIA ARENACROSS
Trail-Way Speedway/15th Annual Motorama Arena Races & Speed Show, Harrisburg. Info 717/359-4310.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Roy. Info 206/536-1620.

January 30-31

SOUTH DAKOTA SHORT TRACK
Motor Sports of America. Sioux Falls Arena, Sioux Falls. Info 1-800-544-8714.

January 31

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA HARE SCRAMBLES
AMA/D-37/Bar Benders M.C.Red Mountain. Info 818/885-6345 or 310/371-8490.
MARYLAND MOTOCROSS/HARE SCRAMBLES
● AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
NEW YORK MUD/SNOW SCRAMBLES
AMA. Square Deal Riders M.C., Harpursville. Info 607/723-2387 or 693-2634.
NEW YORK ICE RACE
AMA/D-34/Tri-State M.C. Lembo Lake Park, Modena. Info 914/564-4814.
NORTH CAROLINA MOTOCROSS
● Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA ENDURO
SETRA C'ship Series/SERMA. 24th Annual Sumter Enduro. Wedgefield/Sumter. Info 803/469-0359 or 469-2573.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.
WISCONSIN SWAP MEET
J & P Promotions. 11th Annual Parts Extravaganza & Show. Mecca Convention Center, Milwaukee. Info 319/462-6011.

February 5

ARIZONA ICE RACE
AZ World Cup Ice Speedway C'ship. WSRA/ICE. Phoenix Veterans Memorial Coliseum, Phoenix. Info 602/299-0206.

February 5-7

INDIANA ARENACROSS
● AMA Nat'l Arenacross Series/Mike Kidd Promotions. Market Center, Indianapolis. Info 817/834-2298.

February 6

ARIZONA ICE RACE
Speedway Ice Racing Nat'l C'ship. WSRA/ICE. Phoenix Veterans Memorial Coliseum, Phoenix. Info 602/299-0206.
CALIFORNIA ENDURO-THON
Santa Clara Fairgrounds Speedway, San Jose. Info 408/436-8228.
CONNECTICUT MOTOCROSS
U.S. Hot Rod Assn. Cycle Wars Series. Coliseum, New Haven. Info 708/963-4810.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IDAHO SHORT TRACK
owyhee M.C. Fair Building Arena, Caldwell. Info 208/384-5512.
TEXAS MOTOCROSS
Goodtimes MX park, Natalia. Info 512/663-6419.

February 6-7

CALIFORNIA GRAND PRIX
AMA/D-37/Desert Vipers. Adelanto GP, Adelanto. Info 714/770-5313.

February 7

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA SWAP MEET
SCQ Promotions. Long Beach M.C. Parts Exchange. Long Beach Veterans Stadium, Long Beach. Info 310/323-9611.
CALIFORNIA YSR RACE
CMRRA. Amago Raceway, Palomar. Info 714/891-0187.
FLORIDA TRIALS
FTA. Crooms Park, Brooksville. Info 407/876-1214.
IDAHO MOTOCROSS
Owyhee M.C. OMC Clubgrounds, Boise. Info 208/384-5512.
NEW YORK ICE RACE
Empire State Racing Assn. Rouses Point. Info 518/493-5701.
NEW YORK ICE RACE
AMA/D-34/Tri-State M.C. Lembo Lake Park, Modena. Info 914/564-4814.
OREGON SUPERCROSS
● CMC. Albany SX, Albany. Info 503/928-4474.
SOUTH CAROLINA HARE SCRAMBLES
SETRA C'ship Series. Long Cane H.S. Willington. Info 803/223-4093.
TENNESSEE MOTOCROSS
KY-TN MX Assn. T-N-T MX Park, Milan. Info 901/987-3029.
TEXAS HARE SCRAMBLE
TX C'ship Series. Texas Scramblers. Waco Eagles, Waco. Info 713/556-0838 or 346-1132.
TEXAS SWAP MEET
Expo/Show/Swap Meet. Waco Convention Center, Waco. Info 214/216-5520.

February 12-13

OREGON SUPERCROSS
● CMC. Salem Arenacross, Oregon State Fairgrounds, Salem. Info 503/364-3187.

February 12-14

SOUTH DAKOTA ARENACROSS
● AMA Nat'l Arenacross Series/Mike Kidd Promotions. Sioux Falls Arena, Sioux Falls. Info 817/834-2298.

February 13

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
ILLINOIS MOTOCROSS
U.S. Hot Rod Assn. Cycle Wars Series. Rosemont Horizon, Chicago. Info 708/963-4810.

February 13-14

CALIFORNIA ROAD RACE
ARRA. Bakersfield Raceway, Bakersfield. Info 209/723-9454.

February 14

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
COLORADO ROAD RIDE
Elephant Mountain Conquest Adventure Ride. Grant to Georgetown. Info 303/936-2317.
ILLINOIS SWAP MEET
J & P Promotions. 12th Annual Parts Extravaganza. Will County Fairgrounds, Peotone. Info 319/462-6011.
MARYLAND MOTOCROSS/HARE SCRAMBLES
● AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders M.C. SDR Raceway, Harpursville. Info 607/723-2387 or 693-2634.
NEW YORK ICE RACE
AMA/D-34/Tri-State M.C. Lembo Lake Park, Modena. Info 914/564-4814.
NORTH CAROLINA MOTOCROSS
● Wilkes County MX Park, Lenoir. Info 704/758-4342.
OREGON MOTOCROSS
● MXNW. Clarks Branch Cycle Club, Roseburg. Info 503/673-1671.
TENNESSEE HARE SCRAMBLES
AMA Mid-South C'ship H.S. Series. Hurricane Mills. Info 615/331-1475.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.
WISCONSIN SWAP MEET
Downtown Civic Center, Eau Claire. Info 715/834-8389.

February 19

PENNSYLVANIA MOTOCROSS
● U.S. Hot Rod Assn. Cycle Wars Series. Civic Arena, Pittsburgh. Info 708/963-4810.

February 19-21

ALABAMA ARENACROSS
● AMA Nat'l Arenacross Series/Mike Kidd Promotions. Mobile Civic Center, Mobile. Info 817/834-2298.
PENNSYLVANIA SHORT TRACK/MOTOCROSS
● Trail-Way Speedway, Hanover. Info 717/359-4310.

Want to go racing!? Check the Cycle News calendar section.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) ( ) _____

Your name: _____

CYCLE NEWS VIDEO THEATER

Order from the greatest selection of motorcycle video tapes available - FREE SHIPPING!

What's New? . . .

- ★ '92 Sacramento MX Nationals
- ★ '92 Mt. Morris MX Nationals
- ★ '92 Southwick MX Nationals
- ★ '92 Buchanan MX Nationals
- ★ '92 Troy MX Nationals
- ★ Throttle for the Gold ('90 AMA SX Season Review)
- ★ Flight for the Finish ('91 AMA SX Season Review)
- ★ Scott Parker - Champion
- ★ '92 US Speedway Nat'l C'Ship
- ★ '92 US Junior Speedway Nat'l C'Ship
- ★ '92 CA State Speedway C'Ship
- ★ '92 US Sidecar Speedway Nat'l C'Ship

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#150B) '92 Gainesville MX Nationals
50 minutes from Powersports Video.

(#151B) '92 Sacramento MX Nationals
48 minutes from Powersports Video.

(#153B) '92 Mt. Morris MX Nationals
48 minutes from Powersports Video.

(#154B) '92 Buchanan MX Nationals
48 minutes from Powersports Video.

(#155B) '92 Southwick MX Nationals
48 minutes from Powersports Video.

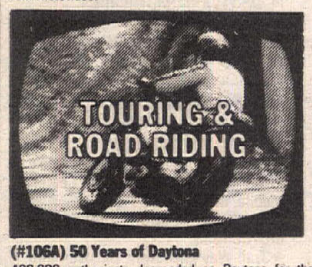
(#156B) '92 Troy MX Nationals
48 minutes from Powersports Video.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l. MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA - Jeff Stanton, J.M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 45 minutes from Motovideo.



(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Pancom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. this is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo

(#78C)'91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#80C)'92 Japanese RR Grand Prix
52 minutes from GP Video.

(#81A)'90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82C)'92 Spanish RR Grand Prix
52 minutes from GP Video.

(#83C)'92 Italian RR Grand Prix
52 minutes from GP Video.

(#84C)'92 German RR Grand Prix
52 minutes from GP Video.

(#86C)'92 European(Spain) RR Grand Prix
52 minutes from GP Video.

(#87C)'92 Dutch RR Grand Prix
52 minutes from GP Video.

(#89C)'92 French RR Grand Prix
52 minutes from GP Video

(#90C)'92 British RR Grand Prix
52 minutes from GP Video

(#93C)'92 Hungarian RR Grand Prix
52 minutes from GP Video

(#96C)'92 Australian RR Grand Prix
52 minutes from GP Video.

(#97C)'92 Brazilian RR Grand Prix
52 minutes from GP Video.

(#98C)'92 Malaysian RR Grand Prix
52 minutes from GP Video.

(#99C)'92 South African RR Grand Prix
52 minutes from GP Video.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91-Seven Days in June brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 52 minutes from Powersports Video.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#410) 1990 World Superbike Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#23B) 1992 Junior Speedway Nationals
Juniors from all over the US race for their #1. If you have a kid who is into racing, this video is for you. 60 minutes from RAZ Video.

(#123B) 1992 CA State Speedway C'Ship
Larry Huffman and Bruce Flanders team up to guide you through speedway's 2nd biggest title run at America's largest speedway track. 60 minutes from RAZ Video.

(#134B) 1992 US Sidecar Nat'l Speedway C'Ship
All the top speedway sidecar racers go for it in the first running of this prestigious event. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships 1991
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

(#55) MX Crash & Burn Spectacular
The original by Motovideo. 30 minutes.

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to the music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#136) Over the Edge
Highlights of crashes, slides, bumps, wobbles and close calls during the 1990 and 1991 WERA Pro Series. 52 minutes from Street Smarts Video.

(#146) Speedway Wipeouts, Bikes & Babes
Lots of highlights from Ascot Speedway's Thursday night classics; spectacular speedway motorcycle & quad crashes, and the famous ascot bikini contestants. 60 minutes from Motovideo.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleas! 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(179) Crash Encounters
60 minutes from Powersports Video

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scences of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Hallman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Pamelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

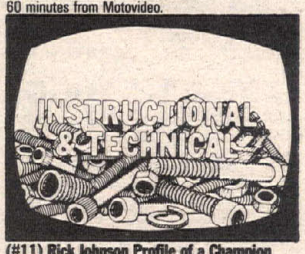
(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walldurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110)1990 Blackwater 100
The original "Blackwater-The Video". 60 minutes of the 1990 World's Toughest Race; from Motovideo

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.



(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#100) Rick Johnson's "Motovation"
From Motovideo. Rick's 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Street Smarts Video.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

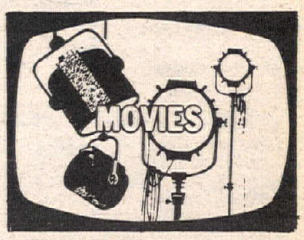
(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers sho show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video



(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix. 90 minutes from KWB Marketing Group.

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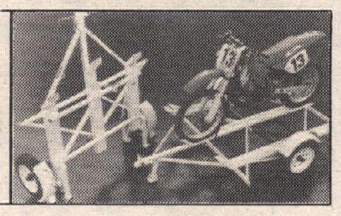

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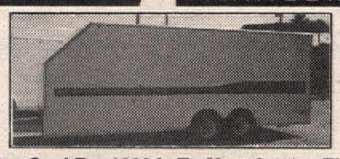

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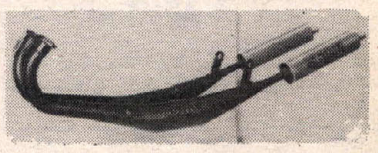

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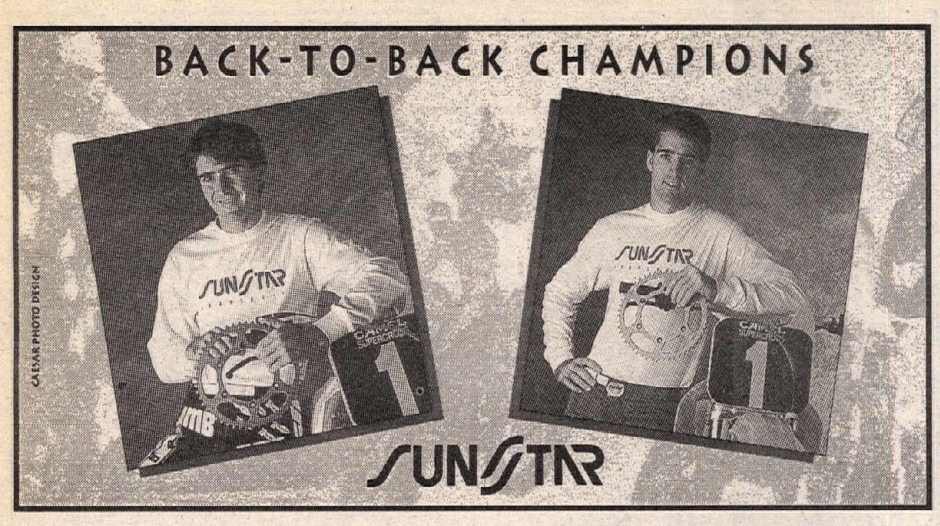

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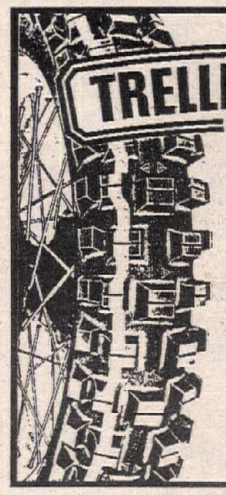

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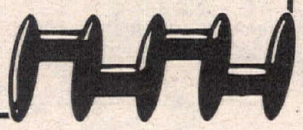

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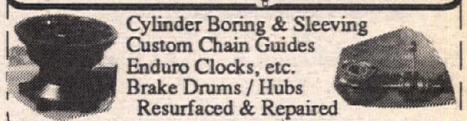

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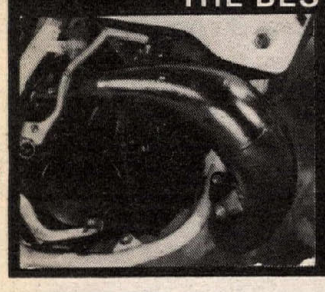

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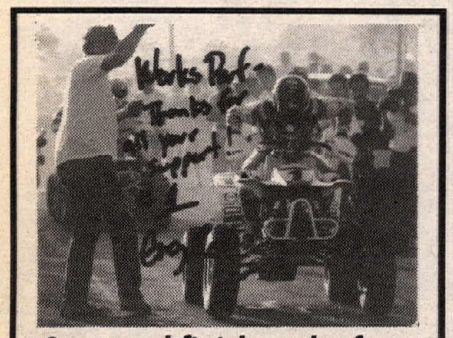

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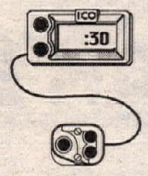

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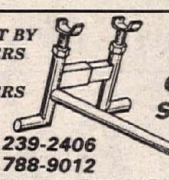

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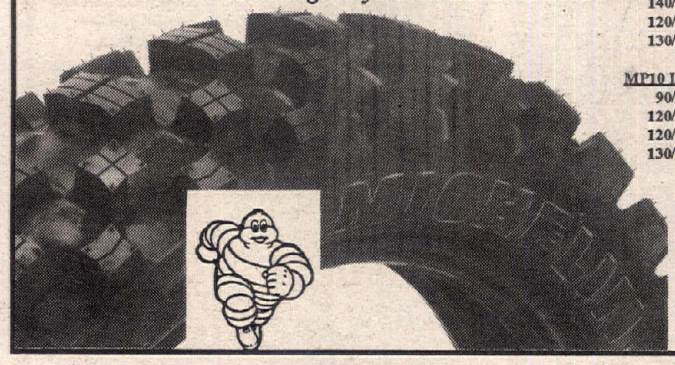

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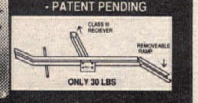

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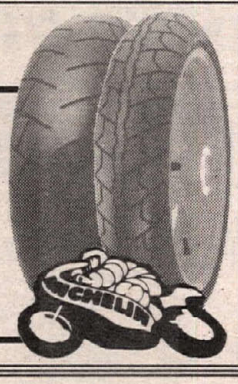

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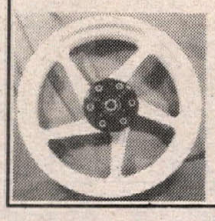

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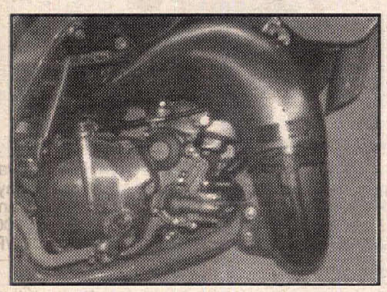

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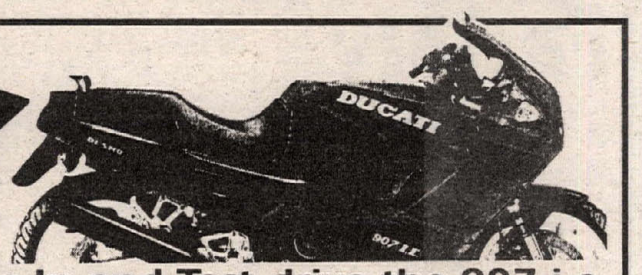

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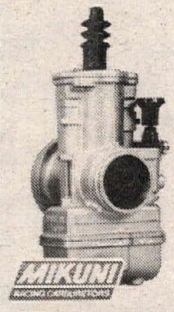

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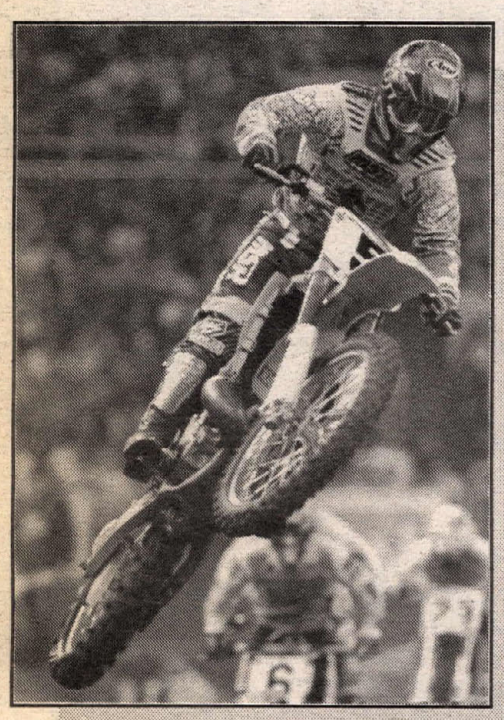

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